

# TRAFFIC CRASH REPORT



07 - 054117

CRASH SEVERITY  
1 FATAL 3 PDO  
2 INJURY 4 UNKNOWN

PRIVATE PROPERTY

HIT/SKIP  
1 NOT HIT/SKIP  
2 SOLVED  
3 UNSOLVED

PHOTOS TAKEN

OH-2 OH-3 OH-1P OTHER  
X

05009

REPORTING AGENCY \*  
YOUNGSTOWN PD

0101

98 = ANIMAL  
99 = UNKNOWN

07222007

DAY OF WEEK  
0122 SUN X

NAME (OF CITY, VILLAGE OR TOWNSHIP) \*  
YOUNGSTOWN

50

LATITUDE LONGITUDE

CRASH OCCURRED ON		TYPE LOC		TYPE LOCATION POINT USED		LOCAL INFORMATION	
PREFX	CRASH LOCATION			1 NAMED STREET	3 NUMBERED ROUTE		
	ANDREWS AVENUE			2 NUMBERED STREET			
AT / REFERENCE	DR	PREFIX	REFERENCE	REF POINT	REFERENCE POINT USED	D4 HOUSE NUMBER	D8 PLACE NAME W/O REFERENCE
AT			408 ANDREWS AVENUE	08	01 STATE LINE	D5 TOWNSHIP BOUNDARY	D9 DRIVEWAY
					02 INTERSECTION 2 STREETS	D6 MILE POST	D10 STREET OR ROUTE W/O REFERENCE
					03 COUNTY LINE	D7 CORPORATION LIMIT	

NAME (LAST, FIRST, MIDDLE)

0101 CONONICO, DANIEL A.

Address (STREET, CITY, STATE, ZIP CODE)

3473 CARDINAL DRIVE, LIBERTY, OHIO 44505

HOME PHONE # WORK PHONE #

1206196937R

DL STATE DL #  
OH RT980716

LP STATE LP #  
OH LEINAD

INJURED TAKEN BY  
1 NONE 4 OTHER  
2 EMS 5 UNKNOWN  
3 POLICE

TRANSPORTED BY INJURED TAKEN TO

OWNER NAME (IF SAME, WRITE "SAME")  
SAME

Address (STREET, CITY, STATE, ZIP CODE)

YEAR MAKE MODEL COLOR INSURANCE COMPANY TOWING SERVICE OWNER PHONE #  
1999 CHEVROLET SILVERADO SILVER LUDT'S

OFFENSE CHARGED OFFENSE DESCRIPTION

NAME (LAST, FIRST, MIDDLE)

Address (STREET, CITY, STATE, ZIP CODE)

HOME PHONE # WORK PHONE #

DL STATE DL #

LP STATE LP #

INJURED TAKEN BY  
1 NONE 4 OTHER  
2 EMS 5 UNKNOWN  
3 POLICE

TRANSPORTED BY INJURED TAKEN TO

OWNER NAME (IF SAME, WRITE "SAME")

Address (STREET, CITY, STATE, ZIP CODE)

YEAR MAKE MODEL COLOR INSURANCE COMPANY TOWING SERVICE OWNER PHONE #

OFFENSE CHARGED OFFENSE DESCRIPTION

NAME (LAST, FIRST, MIDDLE)

HOME PHONE #

Address (STREET, CITY, STATE, ZIP CODE)

INJURED TAKEN BY  
1 NONE 4 OTHER  
2 EMS 5 UNKNOWN  
3 POLICE

TRANSPORTED BY

INJURED TAKEN TO

NAME (LAST, FIRST, MIDDLE)

HOME PHONE #

Address (STREET, CITY, STATE, ZIP CODE)

INJURED TAKEN BY  
1 NONE 4 OTHER  
2 EMS 5 UNKNOWN  
3 POLICE

TRANSPORTED BY

INJURED TAKEN TO

- |   |                        |                            |                   |                     |                       |                      |
|---|------------------------|----------------------------|-------------------|---------------------|-----------------------|----------------------|
| SEATING POSITION                        | SAFETY EQUIPMENT       | AIR BAG                    | AIR BAG SWITCH    | EJECTION            | TRAPPED               | INJURIES             |
| 01 FRONT - LEFT (MC DRIVER)             | 01 NONE USED           | 1 NOT DEPLOYED             | 1 NOT PRESENT     | 1 NOT EJECTED       | 1 NOT TRAPPED         | 1 NO INJURY          |
| 02 FRONT - MIDDLE                       | 02 SHOULDER BELT ONLY  | 2 DEPLOYED-FRONT           | 2 IN ON POSITION  | 2 TOTALLY EJECTED   | 2 EXTRICATED BY MEANS | 2 POSSIBLE           |
| 03 FRONT - RIGHT                        | 03 LAP BELT ONLY       | 3 DEPLOYED-SIDE            | 3 IN OFF POSITION | 3 PARTIALLY EJECTED | 3 FREED BY MEANS      | 3 NON-INCAPACITATING |
| 04 SECOND - LEFT (MC PASS)              | 04 SHOULDER/LAP BELT   | 4 DEPLOYED BOTH FRONT/SIDE | 4 UNKNOWN         | 4 NOT APPLICABLE    | 4 UNKNOWN             | 4 INCAPACITATING     |
| 05 SECOND - MIDDLE                      | 05 CHILD SAFETY SEAT   | 5 NOT APPLICABLE           |                   | 5 UNKNOWN           |                       | 5 FATAL INJURY       |
| 06 SECOND - RIGHT                       | 06 MC HELMET USED      | 6 UNKNOWN                  |                   |                     |                       | 6 UNKNOWN            |
| 07 THIRD - LEFT (MC PASSENGER/SIDE CAR) | 07 USE UNKNOWN         |                            |                   |                     |                       |                      |
| 08 THIRD - MIDDLE                       | 08 NONE USED           |                            |                   |                     |                       |                      |
| 09 THIRD - RIGHT                        | 09 HELMET USED         |                            |                   |                     |                       |                      |
| 10 SLEEPER SECTION OF CAB               | 10 PROTECTIVE PADS     |                            |                   |                     |                       |                      |
| 11 ENCLOSED CARGO AREA                  | 11 REFLECTIVE CLOTHING |                            |                   |                     |                       |                      |
| 12 UNENCLOSED CARGO AREA                | 12 LIGHTING            |                            |                   |                     |                       |                      |
| 13 TRAILING UNIT                        | 13 OTHER               |                            |                   |                     |                       |                      |
| 14 EXTERIOR                             | 14 UNKNOWN             |                            |                   |                     |                       |                      |
| 15 OTHER                                |                        |                            |                   |                     |                       |                      |
| 16 Non-Motorist                         |                        |                            |                   |                     |                       |                      |
| 17 UNKNOWN                              |                        |                            |                   |                     |                       |                      |

BLANK FOR WITNESS





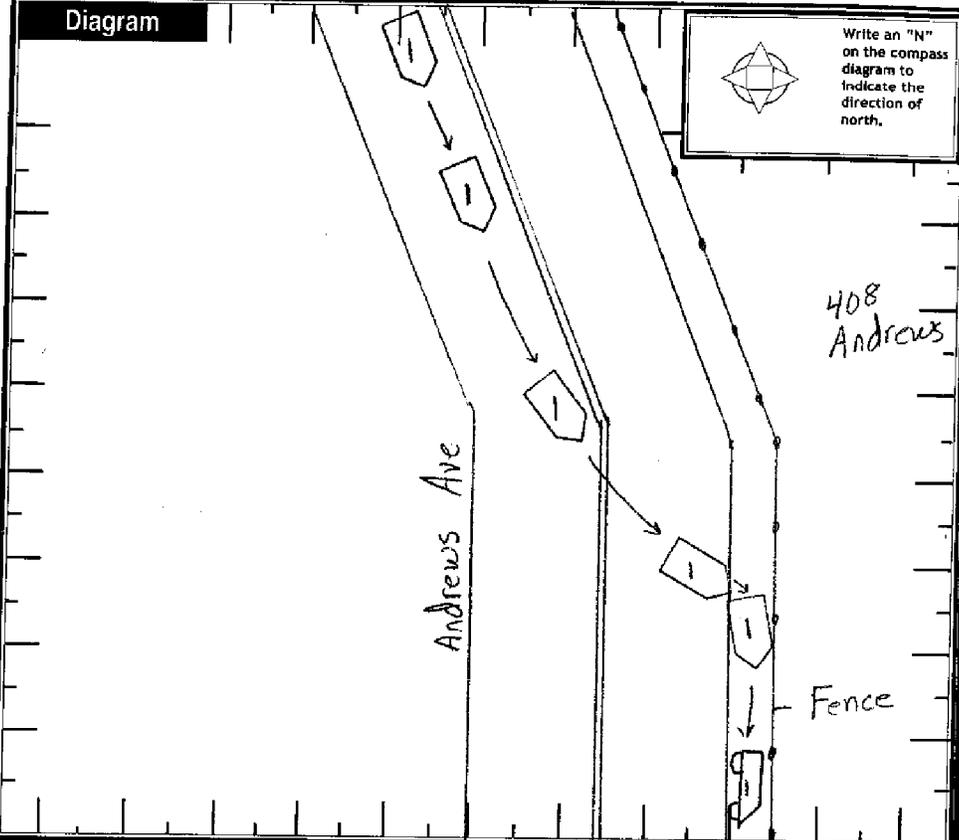
**Narrative**

**UNIT #1 WAS TRAVELING SOUTH ON ANDREWS AVENUE APPROACHING THE CURVE ON**

**ANDREWS AVENUE AT THE ADDRESS OF 408 ANDREWS AVENUE, YOUNGSTOWN ASPHALT COMPANY. UNIT #1 THEN WENT LEFT OF CENTER AND CROSSED INTO THE NORTHBOUND LANE AND THEN STRUCK THE CURB AND THEN ROLLED OVER ONTO ITS LEFT SIDE AND RESTED ON ITS LEFT SIDE. OPERATOR OF UNIT #1 PERISHED.**

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

**Diagram**



**Truck/Bus**

<p>THE CRASH INVOLVED ONE OR MORE OF THE FOLLOWING:                  A TRUCK (MOTOR VEHICLE) WITH A GVWR MORE THAN 10,000 POUNDS; OR                  A TRUCK (MOTOR VEHICLE) WITH A HAZARDOUS MATERIALS PLACARD; OR                  A BUS DESIGNED FOR AT LEAST 9 PERSONS, INCLUDING DRIVER.</p>	<p>THE CRASH RESULTED IN ONE OR MORE OF THE FOLLOWING:                  A FATALITY; OR                  AN INJURY REQUIRING TRANSPORTATION FOR IMMEDIATE MEDICAL TREATMENT; OR                  AT LEAST ONE VEHICLE WAS TOWED DUE TO DISABLING DAMAGE OR REQUIRED INTERVENING ASSISTANCE BEFORE PROCEEDING UNDER ITS OWN POWER.</p>
<p>COMPANY (FROM SHIPPING PAPERS)</p>	<p>COMPANY PHONE</p>
<p>ADDRESS (STREET, CITY, ST, ZIP CODE)</p>	

US DOT	ICC MC	PUCO	TRAILER LP ST.	TRAILER LP YEAR	TRAILER LP #

<b>CARGO BODY TYPE</b>	<b>Weight (GVWR)</b>	<b>CDL Class</b>	<b>Hazardous Materials Placard</b>	<b>Hazardous Materials Released</b>
01 NOT APPLICABLE	1 LESS/EQUAL 10,000	1 CLASS A	1 NO	1 NO
02 BUS (9-15 INCLUDING DRIVER)	2 10,001 - 26,000	2 CLASS B	2 YES	2 YES
03 VAN/ENCLOSED BOX	3 MORE THAN 26,000	3 CLASS C	3 UNKNOWN	3 NOT APPLICABLE
04 GRAIN/CHIPS/GRAVEL		4 CLASS M		4 UNKNOWN
05 POLE		5 CLASS D		
06 CARGO TANK				
07 FLATBED				
08 DUMP				
09 CONCRETE MIXER				
10 AUTO TRANSPORTER				
11 GARBAGE/REFUSE				
12 OTHER				
13 UNKNOWN				

**Police Action**

DISPATCH	ARRIVED	CLEARED	OTHER
0 7 2 2 0 0 7 0 1 2 2	0 1 2 3	0 1 2 7	0 3 2 3
OFFICER'S NAME #	CHECKED BY	DATE REPORT FILED #	
PTLM. B. GAITANIS	D/S R. Deichman		1 8 1
REPORT TAKEN BY	REPORT TAKEN AT		
1 POLICE AGENCY	1 SCENE		
2 MOTORIST	2 STATION		
	3 OTHER		

07 - 0 5 4 1 1 7

## On Scene Investigation

On 07-22-07, at approx. 0130 hrs., I was notified via telephone of a fatal traffic crash that occurred on Andrews Ave. Myself and Off. M. Lee responded, as well as Off. R. Mauldin from the Crime Lab. Upon arrival, I took control of the scene from D/S G. Stattery. Off. B. Gaitanis was the beat officer assigned to the crash, and completed the original OH-1. YFD was dispatched and arrived on scene prior to my arrival.

I observed a light colored Chevy Silverado pickup truck, bearing OH registration "LEINAD" in the grassy area on the east side of Andrews Ave. The truck was resting on its left side. Further inspection revealed that a M/W subject, later ID'd as Cononico, Daniel A, had been partially ejected during the crash, and his head had been crushed by the driver's side door front pillar. Rural Metro EMS arrived on scene, and verified that Mr. Cononico was deceased at the scene. Investigator Rick Jamrozik responded from the Coroner's office.

Following the initial visual inspection of the scene, photos were taken by Off. Mauldin. The truck was raised up slightly by Ludt's Towing, and the deceased was removed by the coroner's removal team. Measurements were then completed by myself and Off. Lee. The truck was then removed from the scene by Ludt's, with an accident investigation hold pending further inspection.

There were no witnesses to the crash, so at that time, all officers cleared the scene.

Myself and Inv. Jamrozik proceeded to 3473 Cardinal Dr. in Liberty to make a notification. Upon arrival there, we spoke with James Cononico, the deceased's brother, and advised him of the crash. James advised us that Daniel did not reside at that address, but lived with an aunt. James advised that he would notify the rest of the family, and after we provided our contact information, we cleared the scene.

Andrews Ave. at the location of the crash is a well traveled asphalt surface, with lanes, proceeding generally north-south. The area is well lighted with street lights, which were functioning at the time of emergency response. There were well defined tire scuffs on the roadway, as well as obvious ruts and gouges in the grassy area on the east side of the roadway. Preliminary visual inspection of the truck at the scene revealed functional damage to the left side, with no apparent damage to the right side of the truck.

## Post-crash follow-up

I had the opportunity to speak with a Sgt. Anthony Leshnack, the son of the aunt that Daniel was staying with. Mr. Leshnack advised that Daniel has addiction problems, and was not working anywhere. In fact, his family was going to kick Daniel out of the house soon. Leshnack also advised that he spoke with Daniel just prior to the crash, and spoke with several people in an attempt to determine what Daniel had been doing prior to the crash. Leshnack stated that Daniel had called him from The Brick House ( Gibson St. @ Poland Ave) , where he had gone to speak with his girlfriend, Zalner, Lisa. Apparently Ms. Zalner was an exotic dancer at that location, and Daniel was attempting to pay her money so she did not have to work there anymore. Daniel then left the Brick House and returned to Master's Bar in Liberty, where he was prior to going to the Brick House. According to Leshnack, Daniel was attempting to borrow more money to "buy out" Ms. Zalner. Daniel then called a subject, known as "Steve Willis," from Master's Bar, and asked him to go buy some cocaine. It is unknown whether this purchase was successful, and it appears that Daniel may have been going back to the Brick House at the time of the crash.

It is unknown at the time of this report whether Daniel was impaired at the time of the crash. Debris ejected from the truck at the time of the crash included a box of Chore Boy copper scrubbing pads, as well as metal and plastic tubing (inside the Chore Boy box). These materials are commonly used in the smoking of crack cocaine. An inventory of the truck discovered no contraband, and no narcotics were found in his clothing.

An in-depth examination of the truck was conducted on 08-02-07 by myself. I noted no damage to the right side or rear of the truck. The left side of the truck was damaged, however not severely. The driver's side mirror was broken, and dents were noted along the entire left side. The left front tire was popped off the rim, and significant scrapes were noted along the edge of the rim. The gas filler door was bent towards the front of the truck. There was dirt and grass in the gap between the left door and front fender, as well as

scrapes on the lower front section of the door. There were also scratches noted on the left front corner of the bumper.

### **Crash Synopsis**

Based on the physical evidence at the scene, the circumstances of the crash appear to be: The Chevy Silverado driven by Mr. Cononico was proceeding S/B on Andrews Ave., when for an unknown reason, he lost control of the vehicle, leaving a noticeable tire scuff, crossed left of center, struck the curb on the left (east) side of the roadway, struck a chain link fence, then overturned. Mr. Cononico was unrestrained, and was partially ejected during the roll-over, then crushed as the vehicle rolled onto its left side.

### **Speed Calculation**

The speed of the truck was calculated utilizing the tire scuff on the roadway. Using the measured chord of 50 feet and the middle ordinate of 1 foot 7 inches, the radius of the scuff mark was calculated as 198.2 feet. Using a range of drag factors (published in SAE paper 830612-Friction Applications in Accident Reconstruction) for traffic polished asphalt of .45 to .65, the speed of the truck was calculated at 36 mph to 43mph.

LOCAL  
REPORT  
NUMBER

07-054117

REPORTING  
AGENCY

YOUNGSTOWN Police Dept.

DATE OF ACCIDENT

M. 7 10 22 11 07

IN COUNTY OF

MAHON

ACCIDENT  
LOCATION

400 Block of ANDREWS AVE

ADDITIONAL NOTES:

Vehicle/ (OH) "LEINAD" / VIN # 1GCEK19T1XE243994

1999 CHEVY SILVERADO PU - 4x4 - TANISH/GOLD COLOR

DRIVER/DOWNER: CONDONICO, DANIEL A.

TIRES: BF Goodrich LT285-75-R16 (LOAD RANGE D)

CHORD-MID. ORD. OF ACCEL. MARK: @ 50° MID. ORD. 19 INCHES

CHORD-MID. ORD. OF SKID. MARK: @ 40° MID. ORD. 7 INCHES

CURVE CALCULATION NOTES:

@ RP: BASELINE TO CENTER YELLOW: 14

@ 20°: BASELINE TO CENTER YELLOW: 3-

@ 40°: BASELINE TO CENTER YELLOW: 5 1/2

@ 60°: BASELINE TO CENTER YELLOW: 8 1/2

OFFICER'S SIGNATURE

X  (M. Lee)

BADGE NUMBER

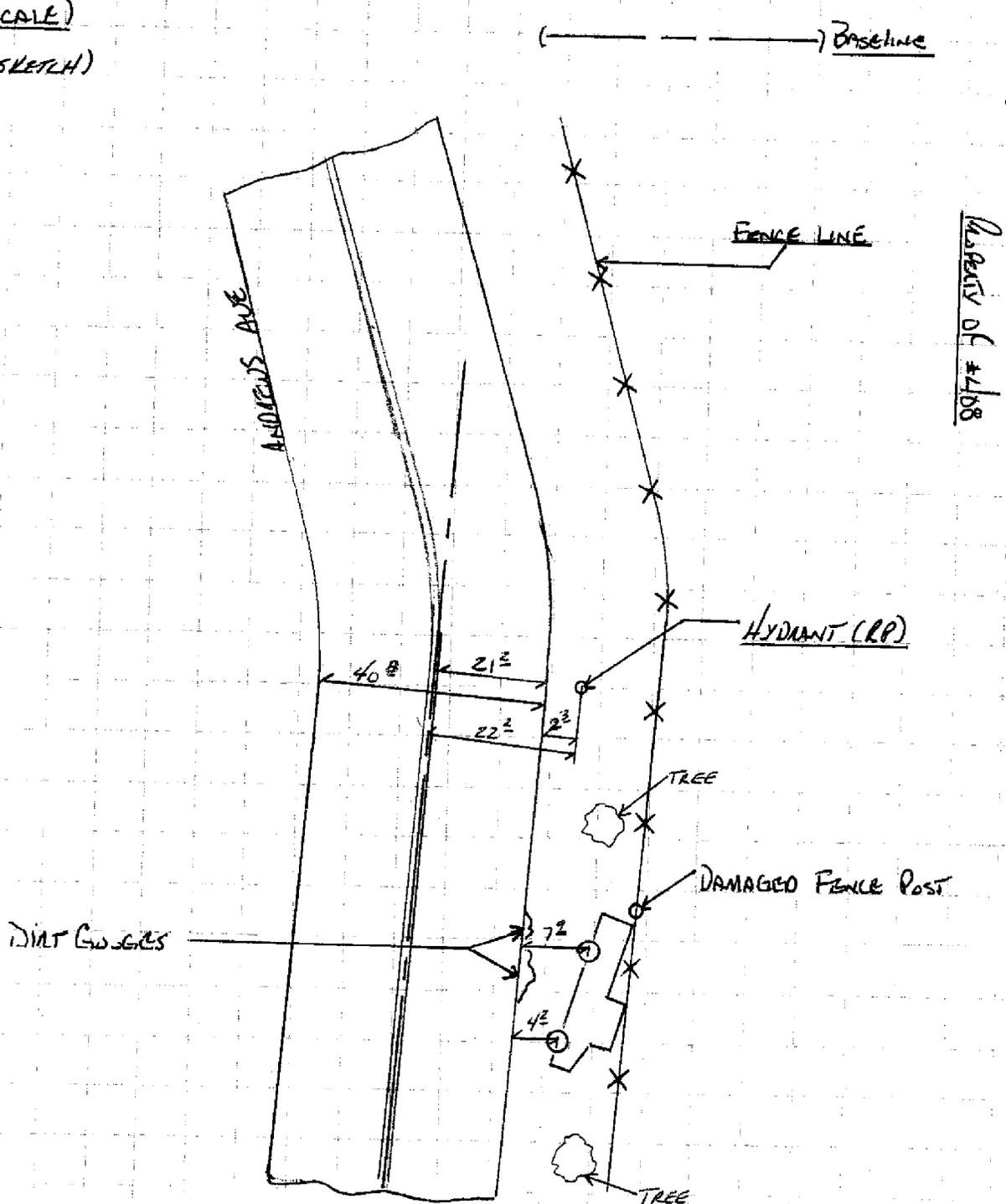
1048

OHIO TRAFFIC ACCIDENT - DIAGRAM/NARRATIVE CONTINUATION

OH-2 (Rev. 1/82)

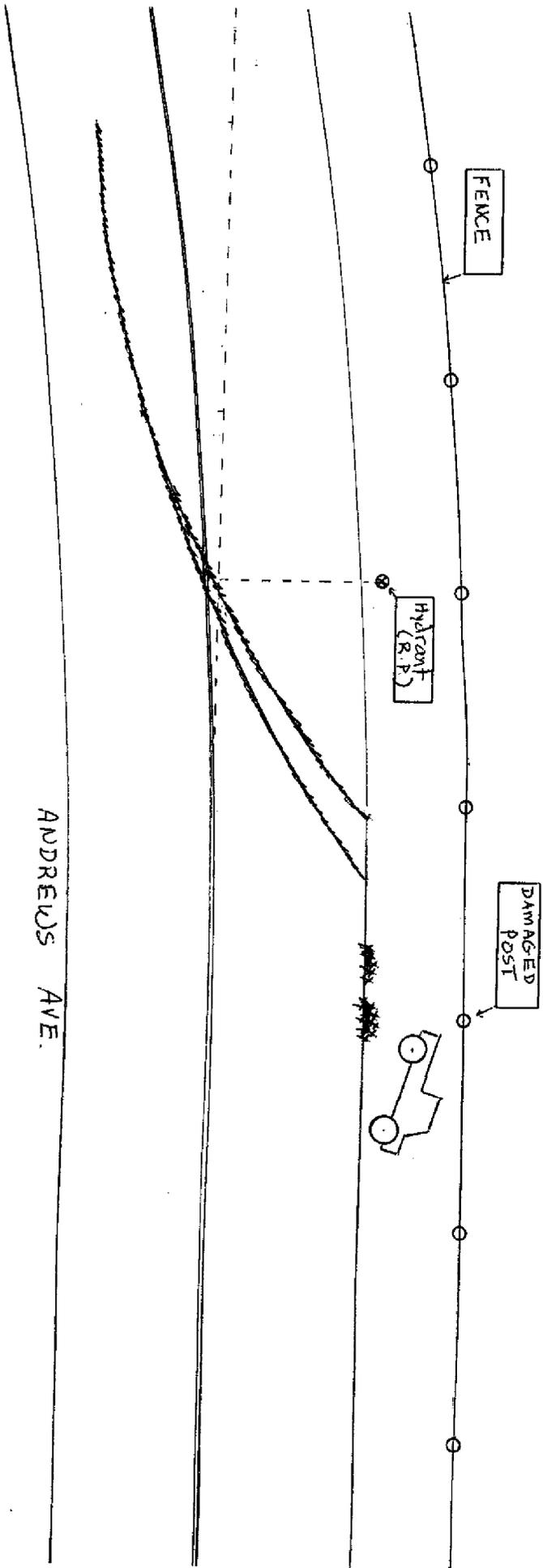
LOCAL REPORT NUMBER <b>07-054117</b>	REPORTING AGENCY <b>YOUNGSTOWN Police DEPT.</b>	DATE OF ACCIDENT <b>MO 7 10 22 19 07</b>
IN COUNTY OF <b>MAH-50</b>	ACCIDENT LOCATION <b>400 Block of ANDREWS AVE</b>	

(NOT TO SCALE)  
(FIELD SKETCH)



OFFICER'S SIGNATURE *(M. LEE)*

BADGE NO. 1048



ANDREIDS AVE.

Scale Drawing by: D/S R. Deichman  
 Field Sketch by: OFF. M. Lee  
 --- - Tire scuff  
 \*\*\* - gouges

# Field Measurement Key

Youngstown Police Department  
 Accident Investigation Unit  
 (330) 742-8946

07-054117

Accident Location: 400 Block of Andrews Ave

Date & Time: 07-22-07 @ 0122 Hrs Measurements By: Det Deidman / M. Lee

Reference Point: Hydrant @ 408 Andrews Baseline:

	Description	North	South	East	West
RP to	<u>Baseline (Center of Road)</u>				
BL to					<u>22'</u>
A	<u>FRONT AXLE</u>		<u>75'</u>	<u>24'</u>	
B	<u>REAR AXLE</u>		<u>64'</u>	<u>27'</u>	
C	<u>(HEAD) DRIVER AT REST</u>		<u>75'</u>	<u>29'</u>	
D	<u>BROKEN / DAMAGED FENCE POST</u>		<u>60'</u>	<u>34'</u>	
E	<u>SKULL IMPACT WITH CURB</u>		<u>32'</u>	<u>21'</u>	
F	<u>ACCEL. MARK IMPACT WITH CURB</u>		<u>40'</u>	<u>21'</u>	
G	<u>1st Dist Gauge (Begin)</u>		<u>50'</u>	<u>21'</u>	
H	<u>" " " (END)</u>		<u>57'</u>	<u>21'</u>	
I	<u>2nd Dist Gauge (Begin)</u>		<u>59'</u>	<u>21'</u>	
J	<u>" " " (END)</u>		<u>65'</u>	<u>21'</u>	
K	<u>ACCEL. MARK (Begin)</u>	<u>62'</u>			
L	<u>Point where skull crosses accel. mark</u>	<u>23'</u>			<u>18'</u>
M					<u>11'</u>
N					
O					
P					
Q					
R					
S					
T					
U					
V					
W					
X					
Y					
Z					

## Measurements

Street: \_\_\_\_\_ Direction: \_\_\_\_\_ to \_\_\_\_\_ No. of Lanes \_\_\_\_\_  
 Lane Width 1) \_\_\_\_\_ 2) \_\_\_\_\_ 3) \_\_\_\_\_ 4) \_\_\_\_\_ 5) \_\_\_\_\_ 6) \_\_\_\_\_ 7) \_\_\_\_\_ 8) \_\_\_\_\_  
 Street: \_\_\_\_\_ Direction: \_\_\_\_\_ to \_\_\_\_\_ No. of Lanes \_\_\_\_\_  
 Lane Width 1) \_\_\_\_\_ 2) \_\_\_\_\_ 3) \_\_\_\_\_ 4) \_\_\_\_\_ 5) \_\_\_\_\_ 6) \_\_\_\_\_ 7) \_\_\_\_\_ 8) \_\_\_\_\_

Additional measurements/comments:

- TOTAL LENGTH OF ACCEL. MARK (110') / LENGTH OF SKULL AT POINT IT CROSSES ACCEL. MARK (61')

ee reverse side