I. CONSTITUENT CORRESPONDENCE
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Dear Lincoln City Council members,

Since changing the way we conduct refuse pickup, the "grass seems greener" in the way we used to do this. Now, with so many companies vying for individual homes' business, we have five companies' trucks coming through our neighborhoods on different days, at different times, and more than once/week because of either recycling, or grass/leaves pickups.

The result is MORE NOISE, MORE POLLUTION, MORE LARGE VEHICLE TRAFFIC and a basic reduction in peace in the neighborhoods. I recently learned how many people also are no longer happy with this arrangement.

Could we please return to allocating sections of the city to individual refuse companies?
Of course, I would like to keep Paragon (Bethany area) since I paid them for a year, and have tipped their workers over the years. :-) There was a lengthy discussion about all of the refuse companies on a neighborhood app a while ago, and it seemed everyone was happy with each of the companies, so I can't imagine folks would care much about who their carriers are in the long run.

Thank you for your time, and agreeing to serve on this council,

Kristin Grosskopf
6501 X Street (05)
If your attention span is not great enough to read the whole article, at least read the bolded and underlined parts. You could at least make an attempt to refute the data and facts…but I suspect you won’t even try. We will just get more spin on how much mortal danger we are all in still.

LLCHD has ZERO credibility left by continuing this farce. Sadly I don’t think they care about their credibility, nor does the mayor or city council. The stubborn refusal to just let people live their lives again, and to encourage them to do just that, has to be one of the most sick and twisted things I have ever witnessed.

And the continued manipulation to try to get people to get a COVID shot, even those that have had COVID or clearly don’t need or want it has to stop. We have NEVER done this before and it is wrong. People assume their own risks, and the data shows those risks are so low at this point, especially for young/healthy people, that the cost/benefit calculation is heavily on the side of not getting the COVID shot.

The CDC’s about face on masks yesterday is a striking example of the political nature of this whole thing. Did the “science” change over night? Earlier in the week double masking for those that got the COVID shot was the guidance and example being set. What changed? No data was provided…because there isn’t any to support this. No one ever needed to be masked up, but especially not now and especially not children. I will keep repeating that the way you all have abused the children in Lincoln over the last year was beyond shameful, and it will not happen again. How many kids died of COVID in Lincoln? To my knowledge not a single, solitary kid. How many died of suicide this past year?

It’s over…start acting like it.

https://www.washingtonexaminer.com/politics/the-pandemic-is-over

by Timothy P. Carney, Senior Columnist

It’s over.

COVID-19 isn’t gone, of course. The coronavirus, the current novel one and its variants as well as other such viruses, will never be gone, and every public health expert knows that.

And the pandemic is still raging in other parts of the world, especially in India.

But in the United States, the emergency is over. The epidemic in America is like a poisoned rat, limping, staggering, crawling, and gasping its last breaths. The poison is the vaccine now jabbed into the arms of most adults.
Pandemic, thou art slain.
We can say that without diminishing in any way the lethality of the past year, and without having to debate the value of the interventions and sacrifices of the last 14 months.

This was a crisis. It was a plague. Now, in the U.S., it’s just a virus.

In countries such as the U.S., the United Kingdom, and Israel, the coronavirus is now one of countless risks and threats to human health. And like all other risks, prudence dictates we mitigate it. But reasonable humans do not demand that risks be reduced to zero at any cost.

Driving, swimming, hiking, drinking, eating, making love, raising children — all of these things are risky. Living is a risk. For the past 14 months, we’ve been asked and ordered to give up a lot of living in order to save lives. It’s time to start living again.

This will not be easy for many. Public health officials won’t want their moment to end. Mayors and county executives won’t want to give up their emergency powers. The media will hate to lose an ever-present threat with which to scare the public daily.

And many people, scarred and altered by 14 months of lockdowns, the half-million deaths, and the constant reminders of invisible germs, will have trouble giving up their masks or reentering the world.

Some will choose to stay quarantined or even keep wearing masks outdoors. That’s sad, but it’s their right. Just as it is ours to acknowledge the facts and readjust our routine accordingly.

While the media greeted the May 13 loosening of mask guidance as an all-nearly-clear declaration from the White House, it is up to neither the media nor the government to declare normalcy. The remaining restrictions — on the unvaccinated, especially on children — also need to be ended whether Joe Biden or Anthony Fauci is ready or not.

What does it mean, then, to accept that the emergency is over?

All schools should open five days a week. Workers should return to the office. All of us should toss our masks in the trash.

Churches and bars should be filled to whatever the fire marshal will allow, so that we can pray, sing, and revel as before.

This is already what life is like in much of the country. If you live in Texas or Florida or Missouri, where infection rates are low and hospitalizations are falling while masks are rare and everything’s open, you might say the pandemic is already over. You’d be right.

The numbers

Eradicating the coronavirus can't be the goal. We didn’t eradicate the flu after the flu pandemic of 1919. Even polio still exists. Smallpox may be the only human disease we’ve ever stamped out.

COVID isn’t gone, but infections, hospitalizations, and deaths are way down from the January peak. The numbers have consistently fallen since a spring bump peaked in mid-April.
The seven-day moving average of new cases dropped below 40,000 on May 10, representing an 84% drop from the January peak of 250,000 a day, and a 21% drop in just a week. The average case count has fallen every single day since April 14, when the early spring mini-surge peaked just below 73,000 cases. The fewer than 35,000 cases on May 12 matched the lowest case counts since testing hit full stride last summer.

Deaths have followed the same trajectory, lagging slightly. The seven days leading up to May 13 saw the fewest COVID deaths of any week since July 10. And this wasn’t a blip. The seven-day moving average of deaths fell almost every day since late January until reaching 630 a day on May 13.

That’s fewer than half as many as die daily from either heart disease or cancer. Accidents kill 475 people on an average day. Before COVID-19, chronic respiratory disease was killing 430 per day.

We all take steps to mitigate traffic deaths, accidental poisonings, and deadly falls, but we don’t impose every possible safeguard. We don’t set 5 mph speed limits, ban bleach and bourbon, or institute ladder control. At some point, a killer becomes one of many killers rather than an all-consuming existential enemy. The question is when. The coronavirus pandemic has reached that point.

Government health officials — federal, state, and local — will lecture us that the pandemic isn’t over. Their faithful and uncritical media stenographers will repeat it. So, we need a clear understanding of how to gauge progress.

Amid all these falling numbers, where’s the actual finish line?

“When can we declare the pandemic over?” New York Times healthcare columnist Aaron Carroll asked in an April 27 column. “Not yet, of course. Cases are stalled or rising in many areas. Virus variants are becoming more prevalent. While many people are vaccinated, many more are not. Hospitalizations and deaths are still occurring, especially in those groups not yet fully immunized.”

Since then, things have changed, of course. Cases are falling almost everywhere in the U.S., and the variants haven’t been able to reverse that. More U.S. adults are vaccinated than are not. At the time of writing, hospitalizations and deaths were at or near 10-month lows.

There’s never been just one good yardstick for measuring the spread and threat of the virus. But a few numbers in particular seem like good metrics.

In an editorial in March, the Washington Examiner suggested three benchmarks: meeting vaccine demand, a reproductive rate consistently below 1 (meaning the virus is steadily disappearing), and excess deaths falling to zero.

Now in mid-May, we’ve met these three metrics, it appears. In fact, every coronavirus number in the U.S. is good and getting better.

Excess deaths

COVID really was the worst plague of our lifetime. Nobody should minimize its lethality. The morbid math is captured in the number known as “excess deaths,” which, roughly, are deaths exceeding about 3% above the average for a given calendar week.

Beginning in late March 2020, all-cause mortality in the U.S. was well above average every single week. The last week of 2020 saw almost 50% more deaths than the average for the final week of a year.
Now, it appears that excess deaths may be at zero. Even though the coronavirus is still floating around the air and still taking lives, people aren’t dying at a more rapid clip than normal. I say “appears” because death numbers trickle into the CDC slowly. “This delay can range from 1 week to 8 weeks or more,” the agency’s website explains.

The week ending March 13, 2021, more than eight weeks ago, saw only slightly more deaths than average, according to CDC estimates as of press time, and officially was not in excess-death territory. Every subsequent week has had fewer deaths, and most look likely to come in below that excess threshold when the counting is done.

It’s hard to argue we are in a deadly pandemic if we aren’t dying at above-average rates.

Reproduction number

Just as Americans are not reproducing enough to replace themselves, the coronavirus is not at “replacement level” either. When the reproduction number for a virus is below 1, that means the average person infected in turn infects fewer than one additional person. Such a virus will steadily die off.

The coronavirus’s reproduction number has been below 1 since early April, and it’s not rising. As of May 12, the estimated reproduction number nationwide was 0.91, which means that cases would drop every day by measurable amounts.

But even that is too rosy a picture for the virus’s future, because every day, millions more people become immune thanks to vaccinations.

The vaccine

Throughout the pandemic, many measures helped protect individuals. Schools moved classes outside and upgraded their ventilation. Churches limited attendance. Couples downsized weddings. Airlines required masks for flight attendants and passengers.

These steps were great ways to protect the vulnerable, such as the elderly or those with other lung issues or obesity, and they helped slow the spread of the virus. (Remember “flatten the curve”?) But closures, distancing, and masks were never going to stamp out the pandemic. It takes vaccines to do that.

Pfizer, Moderna, and Johnson & Johnson, under President Donald Trump’s Operation Warp Speed, produced highly effective vaccines that provide very strong immunity within 10 to 14 days after a full dose. Vaccinations protect not only the vaccinated, but also the unvaccinated: A vaccinated person, being far less likely to get the virus, is thus far less likely to infect his or her kids or colleagues or roommates. As a result, the virus is now running into more dead ends, which is why this spring’s collapse in infection rates is not like the temporary downturns last year. It’s also why the February-March rebound was small and short-lived.

As of May, cities and states are begging people to vaccinate. Washington, D.C., Mayor Muriel Bowser offered free beer. In New York, you could get free tickets to a baseball game if you got the shot on your way into the stadium. In Buffalo, the beer-and-a-shot experience brought out hundreds of folks who couldn’t bother to be vaccinated beforehand.

In other words, vaccine demand has been met. Any adult who wants a vaccine has had an opportunity to get one by now. In most places, this was true by the end of April.

With very few exceptions, if you are an unvaccinated adult, you have chosen to be unvaccinated.
The justification for lockdowns evaporates in this environment.

The government telling a grandmother her Sunday family dinner is illegal, barring friends from gathering at a restaurant that would host them, or limiting the ability of people to worship together is a terrifying infringement on basic freedoms that cannot be justified in the name of protecting the adults who are willingly gathering. They are justified because of externalized risks: The folks gathering could catch the virus and then spread it to others who chose not to gather.

But if everyone with any significant risk of still catching the coronavirus has chosen to bear that risk by not getting vaccinated, then our lockdowns are curbing the freedom of some to protect others who have chosen not to protect themselves. That’s not the way a free people behaves.

Open America vs. Closed America

The final argument that the pandemic is over is that just as the public largely locked down before being mandated to do so, the public in much of the country is leading the way back out.

Risk aversion stopped people from going to restaurants and bars well before the states closed those establishments. And now, faces are unmasked in churches across most of Florida and Texas. When you bump into your neighbor at the hardware store on the outskirts of Austin, neither of you are wearing a mask, and you probably shake hands. Bars and restaurants are busy. School is open, and high school sports are in session.

This may seem foreign (even scary!) to those in our media and government bubbles of New York, Los Angeles, and Washington, D.C., where through publication of this article, masks were still required on sidewalks, dancing was forbidden, and restaurants and bars were still allowed to reach only some fraction of capacity. Many school districts in and around major cities are not fully open, yet, with nearly half of the students still learning remotely in some places.

In these masked-up, locked-down places, it still feels like life amid a pandemic. But unlike last spring or winter, cases aren’t increasing and hospitals aren’t worried about being overrun.

In the D.C. region, where outdoor masking is still normal, Little Leaguers have to wear masks in the outfield, and Starbucks won’t allow you to sit down indoors, only about 40 people per million test positive every day, and local governments report fewer than 10 deaths per day across the whole region.

Those low numbers are hidden from the average person’s eye, though. All the closures, social-distancing signs, and masks, on the other hand, are very visible. Like an infected person who feels the inflammation and the immune reaction to a virus, Big City Americans are still feeling the reaction to COVID — and so many of them can’t believe that they aren’t also surrounded by the virus.

But in the open parts of the country, where it feels post-pandemic, none of this post-pandemic behavior is doing what the lockdowners warned.

In March, President Joe Biden called Republican officials in Florida and Texas “Neanderthals” for lifting their mask mandates. Former congressman Beto O’Rourke said allowing Texans to unmask was a “death warrant” for them. Daily case counts in Texas have fallen by more than two-thirds since that “death warrant” comment — a fall twice as fast as the one experienced by the rest of the country.

Considering these Florida and Texas numbers, and all of the numbers above — especially the lack of excess deaths, the below-replacement reproduction number, and the meeting of vaccination demand — you have to conclude that people only insist we are still in a pandemic because that’s how they feel.
How to get over a pandemic

Which raises the question: **How do we reverse the learned behavior of fear, especially if it’s still reinforced by some elites? If you look at the lockdowners — the federal and local health authorities and the few remaining media cheerleaders — you can see a fear in their eyes right now.**

CDC Director Rochelle Walensky lost her cool before the Senate Health Committee when GOP Sen. Susan Collins questioned her on the onerous rules on summer camps that require children to wear masks all day, every day, outdoors, for instance. Walensky fired back: “We now have 38,000 new infections on average per day. Last May 11, it was 24,000, and we sent a lot of kids home, and camps were closed.”

One need not be a statistician or epidemiologist to see the number games Walensky is playing there. Last May 11, those 24,000 infections were from fewer than 400,000 tests. This May 11’s 38,000 cases are from about 1 million tests. And this year, most U.S. adults are vaccinated, meaning they are at extremely low risk even if children catch it, and all children 12 and over will be able to get a shot by summer vacation anyway. Yet Walensky suggested that the current environment is more dangerous than last year’s.

That’s absurd, and its implication is clear: **No matter how good things get, the CDC won’t admit anything is safe as long as the politics dictate it declare everything dangerous. Maybe the CDC just wants to preserve power.** Maybe the Biden administration is afraid of making life difficult for the teachers unions that are still keeping schools closed. Maybe, at best, Joe Biden simply wants a great, dramatic July 4 reopening announcement for which he can take credit.

Nobody should be shocked that CDC guidance might be ungrounded in science. This same CDC advised against masks last year but still refuses to admit that outdoor masks are unnecessary and didn’t admit that masking vaccinated people was pointless. The agency’s guidance on outdoor spread is that “less than 10%” of all cases were contracted outdoors, while it knows that the real number is far less than 1%.

Half of America has been walking down sidewalks, playing baseball, waiting for their kids in the school parking lot wearing a mask that provides nobody any protection, and the CDC found it important to keep that practice going.

The Biden administration’s insistence until May 13 that fully vaccinated officials wear masks showed that the White House was unwilling to loosen restrictions that serve no purpose. And it was unwilling to learn a lesson.

But we all need to learn many lessons from these last 14 months: Teachers unions are not on the side of school kids; employees should stay home when feeling sick; new viruses don’t always behave like old viruses; federal approval of testing technology needs to be faster.

**The most important lesson is that public health authorities can no more be trusted with great power than anyone else.**

While lockdowners will retort that masks are no big deal, or scream “500,000 dead!” to belittle the social, economic, and moral costs of the lockdowns, the biggest danger we face right now is allowing restrictions to go on any longer than needed.

**States, cities, counties, and the CDC are using emergency powers to restrict our freedom.** At times throughout the past year, there may have been serious gains from these government actions. At least, the government closures seemed in line with the mood of much of the country.
But if a government keeps its emergency powers indefinitely, it becomes a tyranny. Free people cannot allow these powers to outlive the emergency. We also cannot wait on the coronavirus to go away. We certainly cannot wait on the CDC to declare the emergency over.

Americans are a self-governing people. It’s up to us — not Biden, Walensky, or Fauci — to step outside, toss our masks in the trash, and declare this whole thing over.

https://www.washingtonexaminer.com/politics/the-pandemic-is-over
From: Soulinnee Phan <SPhan@lincoln.ne.gov>
Sent: Monday, May 17, 2021 9:49 AM
To: Angela M. Birkett <ABirkett@lincoln.ne.gov>; Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Bennie R. Shobe <BShobe@lincoln.ne.gov>; Tammy J. Ward <TJWard@lincoln.ne.gov>; James M. Bowers <JBowers@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; Sandra J. Washington <SWashington@lincoln.ne.gov>; 'Richard Meginnis' <RMeginnis@NAIFMA.com>; Roy A. Christensen <RChristensen@lincoln.ne.gov>; 'royforlincoln@gmail.com' <royforlincoln@gmail.com>
Cc: Brandi R. Lehl <BLehl@lincoln.ne.gov>; Ann K. Post <APost@baylorevnen.com>
Subject: RE: Council Agendas

Greetings everyone,

The Agenda is posted on Thursday afternoon and was posted to my knowledge. We have been having some issues with Granicus as well. I did went to double check again this morning and the Agenda is currently posted.

Ann please let me know if the Agenda is not pulling up for you. I did attach the link to the agenda as well.
https://www.lincoln.ne.gov/City/City-Council/Minutes-Agendas

Soulinnee Phan
City Clerk | City of Lincoln
Pronouns: she/her/hers

Office of the City Clerk
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From: Angela M. Birkett <ABirkett@lincoln.ne.gov>
Sent: Monday, May 17, 2021 9:22 AM
To: Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Bennie R. Shobe <BShobe@lincoln.ne.gov>; Tammy J. Ward
Please see the email below received through Council email. Thanks.

Sony or Brandi… Can one of you assist in providing a response to Ms. Post? Thanks!!

Ann K. Post
Partner
Baylor Evnen, LLP
Wells Fargo Center | 1248 O St., Ste. 600 | Lincoln, NE 68508
P: 402.475.1075 | F: 402.475.9515
apost@BaylorEvnen.com | BaylorEvnen.com
Lincoln continues to be an island of tyranny in an otherwise free state and region.

States that have effectively ended their mask mandate recently or have set a hard date:

Colorado
North Carolina
California
Minnesota
New Mexico
Kentucky
Michigan

Some of these are hard left states with abusive and tyrannical Governors, and yet Lincoln, with flat case numbers since early February, stubbornly refuses to return our institutions, business, citizens, and students to normal. I will again ask what kind of power hungry control freaks enjoy doing this to people? COVID is not even a news story any longer, except for the propaganda being used to try to install fear and keep health officials in the spotlight for their 15 minutes of fame.

Those that want the COVID shot have received it, those that have not are likely not going to no matter what, and LLCHD needs to face that reality and stop micromanaging everyone’s health, life and business.

Almost 3 weeks ago when I spoke before the council I predicted the two-class society that is emerging. The clean and the unclean. The CDC guidance on masks this past week was such a stark 180 degree turnaround that it is obvious this is all political. So is LLCHD going to push for Lincoln to be a two class society? How will that be enforced? Are you going to require businesses to ask customers for their papers? I wouldn’t put anything past this regime, but that is illegal and a HIPPA violation. It is also wholly unnecessary given where we are at with the COVID situation now.

And if LLCHD and the mayor think they are going to continue to require kids to wear masks, all summer and even into next school year because they have not got a COVID shot which they don’t need, they are fooling themselves. A storm is brewing on this front and people are done with their kids being abused in order to play the mayor’s political games. You would be wise to heed the warning signs and not push people any further. Look around our nation for examples of what likely will be coming here if you continue to abuse people and their kids.

Please just put politics aside and do the right thing for once. This Tuesday, announce an immediate end to the mask mandate like other leaders have already done. You might be able to salvage your shredded credibility in doing so.

Shawn Trucke
Dear City Planners and City Council members:

The idea of blighted areas, I believe, was originally created to help take areas of the city which are truly run down and help them be rehabilitated through tax-increment financing. It seems now that whenever someone wants to change or modernize an existing property one finds a way to call it blighted. Then the developer can use the tax increment benefits to reduce his costs. In the Meadowlane Shopping Center I am concerned that the owner wants to use tax-increment financing to offset costs of maintenance that should be done on any property. The fact that updates are needed does not mean the property is blighted. Every time someone wants to spend money on property improvements, are we going to call the area blighted? Maybe we are mis-using a mechanism that should be used only for seriously deteriorated areas. Merely giving a facelift to a perfectly functional shopping center should not fit the definition of blighted.

Thank you for your consideration of my comments.
Sincerely,

Mary Reeves
3236 Dudley St. Lincoln

reevesmary34@gmail.com
Friends-

A Lisbon Court has determined the following:

“In view of current scientific evidence, this test shows itself to be unable to determine beyond reasonable doubt that such positivity corresponds, in fact, to the infection of a person by the SARS-CoV-2 virus.”

For context, keep reading:

Headline: Landmark legal ruling finds that Covid tests are not fit for purpose

Four German holidaymakers who were illegally quarantined in Portugal after one was judged to be positive for Covid-19 have won their case, in a verdict that condemns the widely-used PCR test as being up to 97-percent unreliable.

Earlier this month, Portuguese judges upheld a decision from a lower court that found the forced quarantine of four holidaymakers to be unlawful. The case centred on the reliability (or lack thereof) of Covid-19 PCR tests.

The verdict, delivered on November 11, followed an appeal against a writ of habeas corpus filed by four Germans against the Azores Regional Health Authority. This body had been appealing a ruling from a lower court which had found in favour of the tourists, who claimed that they were illegally confined to a hotel without their consent. The tourists were ordered to stay in the hotel over the summer after one of them tested positive for coronavirus in a PCR test - the other three were labelled close contacts and therefore made to quarantine as well.

Unreliable, with a strong chance of false positives

The deliberation of the Lisbon Appeal Court is comprehensive and fascinating. It ruled that the Azores Regional Health Authority had violated both Portuguese and international law by confining the Germans to the hotel. The judges also said that only a doctor can “diagnose” someone with a disease, and were critical of the fact that they were apparently never assessed by one.

They were also scathing about the reliability of the PCR (polymerase chain reaction) test, the most commonly used check for Covid.

The conclusion of their 34-page ruling included the following: “In view of current scientific evidence, this test shows itself to be unable to determine beyond reasonable doubt that such positivity corresponds, in fact, to the infection of a person by the SARS-CoV-2 virus.”
In the eyes of this court, then, a positive test does not correspond to a Covid case. The two most important reasons for this, said the judges, are that, “the test's reliability depends on the number of cycles used” and that “the test's reliability depends on the viral load present.” In other words, there are simply too many unknowns surrounding PCR testing.

Read the rest of the article here: https://www.rt.com/op-ed/507937-covid-pcr-test-fail/

And now for some private correspondence from a Portuguese professor and lockdown sceptic to a fellow skeptic:

With Spain and Greece, Portugal is one of the few countries in the so-called West where enough people are still alive to know what a dictatorship looks like. Our numbers are dwindling, as you have to be at least 60 to have experienced the 1974 revolution in any meaningful manner. I was a teenager at the time, and I remember very well what daily life was like under censorship, massively lying mass media, police brutality, arbitrary detention in the name of the “national interest”, etc. — all those things that I hoped never again to experience but that the current Covid climate has brought very, very vividly to the fore. Yet, it may well be exactly because of such things having happened in living memory that our Government has been less heavy-handed about the pandemic than most others in Europe. And, now to the point, maybe that’s also why our high courts have issued rulings of potentially devastating consequences for the current Covid narrative. Portugal is a small country but is part of the EU and so what happens here still is of some international significance. That’s why I thought you’d be interested in learning about some recent developments.

In a recent decision, dated November 11, 2020, a Portuguese appeal court ruled against the Azores Regional Health Authority concerning a lower court decision to declare unlawful the quarantining of four persons. Of these, one had tested positive for Covid using a PCR test; the other three were deemed to have undergone a high risk of exposure. Consequently, the Regional Health Authority decided that all four were infectious and a health hazard, which required that they go into isolation. The lower court had ruled against the Health Authority, and the appeal court upheld that ruling with arguments that explicitly endorse the scientific case for the lack of reliability of the PCR tests (e.g., as extensively explained in Lockdown Skeptics by Dr. Mike Yeadon, Dr. Clare Craig and others).

The court’s ruling is a long text. I provide below a summary of the key passage.

The court’s main points are as follows:

- A medical diagnosis is a medical act that only a physician is legally qualified to undertake and for which such physician will be solely and entirely responsible. No other person or institution, including government agencies or the courts, has such an authority. It is not up to the Azores Regional Health Authority to declare someone ill, or a health hazard. Only a physician can do that. No one can be declared ill or a health hazard by decree or law, nor as the automatic, administrative consequence of the outcome of a laboratory test, no matter which.

- From the above, the court concludes that “if carried out with no prior medical observation of the patient, with no participation of a physician certified by the Ordem dos Médicos who would have assessed symptoms and requested the tests/exams deemed necessary, any act of diagnosis, or any act of public health vigilance (such as determining whether a viral infection or a high risk of exposure exist, which the aforementioned concepts subsume) will violate [a
number of laws and regulations] and may configure a crime of usurpação de funções [unlawful practice of a profession] in the case said acts are carried out or dictated by someone devoid of the capacity to do so, i.e., by someone who is not a certified physician [to practice medicine in Portugal a degree is not enough, you need to be accepted as qualified to practice medicine by undergoing examination with the Ordem dos Médicos, roughly our equivalent of the UK's Royal College of Physicians].”

- In addition, the court rules that the Azores Health Authority violated article 6 of the Universal Declaration on Bioethics and Human Rights, as it failed to provide evidence that the informed consent mandated by said Declaration had been given by the PCR-tested persons who had complained against the forced quarantine measures imposed on them.
- From the facts presented to the court, it concluded that no evidentiary proof or even indication existed that the four persons in question had been seen by a doctor, either before or after undertaking the test.

**The above would suffice to deem the forced quarantine of the four persons unlawful. The court thought it necessary, however, to add some very interesting considerations about the PCR tests:**

- “Based on the currently available scientific evidence this test [the RT-PCR test] is in and of itself unable to determine beyond reasonable doubt that positivity in fact corresponds to infection by the SARS-CoV-2 virus, for several reasons, among which two are paramount (to which one would need to add the issue of the gold standard, which, due to that issue's specificity, will not be considered here): the test’s reliability depends on the number of cycles used; the test’s reliability depends on the viral load present.”
- Citing Jaafar et al. (2020;), the court concludes that if someone is tested by PCR as positive when a threshold of 35 cycles or higher is used (as is the rule in most laboratories in Europe and the US), the probability that said person is infected is <3%, and the probability that said result is a false positive is 97%.” The court further notes that the cycle threshold used for the PCR tests currently being made in Portugal is unknown [N.B. - I know from acquaintances that in at least some Portuguese labs the threshold is 35 cycles].
- Citing Surkova et al. (2020)), the court further states that any diagnostic test must be interpreted in the context of the actual probability of disease as assessed prior to the undertaking of the test itself, and expresses the opinion that “in the current epidemiological landscape of the United Kingdom, the likelihood is increasing that Covid 19 tests are returning false positives, with major implications for individuals, the health system and society.”

The court’s summary of the case to rule against the Regional Health Authority’s appeal reads as follows:

“Given how much scientific doubt exists — as voiced by experts, i.e., those who matter — about the reliability of the PCR tests, given the lack of information concerning the tests’ analytical parameters, and in the absence of a physician’s diagnosis supporting the existence of infection or risk, there is no way this court would ever be able to determine whether C was indeed a carrier of the SARS-CoV-2 virus, or whether A, B and D had been at a high risk of exposure to it.”

The rest of this correspondence can be found here:
Robert J Borer

Other resources:

https://cormandrostenreview.com/retraction-request-letter-to-eurosurveillance-editorial-board/
Hello,

I am writing to request reimbursement for damage to my vehicle (2015 Toyota Sienna) as a result of an accident involving a City of Lincoln vehicle.

On 4/19/21, my vehicle was parked in a metered spot on the south side of ‘M’ Street, just east of Centennial Mall intersection. I arrived at my vehicle and found it was blocked in by a city truck that was parked in the south-most driving lane of M Street. I asked the city employees present if I would be able to get out, and they replied, “yeah.” As I was getting in my vehicle (I was in the car, in the process of closing the door, it was only open a couple inches) the city employee moved the truck, catching my driver's side door and “crunching” (for lack of a better word - think kind of like an accordion) it. I attached photos of the damage and the part of the truck that impacted my vehicle.

A police report was completed (see attached) and I submitted an initial claim as I was instructed to do my the risk management person. My husband then spoke to one of the city attorneys who informed him our claim was denied because the police accident report stated I opened the vehicle door after the truck was moving. This is not what the accident report stated (see attached) and not what happened:

1. I was in the car about to shut my door when the truck hit my vehicle. If I had been outside the car and “opened my door after the truck started moving,” the truck would have hit me instead of my vehicle. There would not have been time for me to open the door, put all my stuff in the front seat (I was carrying a number of items) and get in my vehicle all before he hit it.

2. My vehicle was parked. It was not moving or even running. It is the moving vehicle operator’s responsibility to not hit stationary items. I would not have been able to hear the city worker start the vehicle either. The workers were tearing up concrete in the construction area there. It was extremely loud.

3. The driver did almost $4,000 of damage to my vehicle. Quite a bit of damage for just moving a parked vehicle forward. In my opinion, he had to have hit the gas and not just released the brake to creep forward. This is negligent.

4. If you look at how the impact damaged the vehicle, you can see the door was not open very far when he hit it. If it had been, it would have pulled the door open further and off the vehicle instead of the “accordion crunch” that happened. He was very close to my vehicle and, in my opinion, was probably not used to operating that size/shape of truck. It has a piece on the back end that sticks out further than the rest of the truck that caught my vehicle door. My understanding is he is a newer employee.

5. This whole incident wouldn’t have happened if the city truck had not been parked illegally to begin with.

I am asking for reimbursement in the amount of $3,888.96 for repairs to my vehicle ($500 to me, the remainder would go to Allstate) and $174.87 for a rental car.
I believe Allstate is pursuing reimbursement from you as well.

Please let me know if you require any additional information or have any questions. Thank you for your time.

Kaylee Vculek  
740 Cottonwood Drive  
Lincoln, NE 68510  
(402) 310-0571
One last thing, the driver admitted fault to me at the time of the accident and apologized several times. In my first email, I attached a copy of the incident report he completed that morning where he wrote that he caught my door, admitting fault.

Thank you again for taking the time to read all this.

Kaylee Vculek

Sent from my iPhone

On May 17, 2021, at 09:38, Kaylee Vculek <kayleevculek@yahoo.com> wrote:

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Kaylee Vculek
740 Cottonwood Drive
Lincoln, NE 68510
(402) 310-0571

<4.19.21.zip>
## Investigator’s Motor Vehicle Crash Report

**State of Nebraska**

### CRASH DATA

<table>
<thead>
<tr>
<th>Number of Approaches</th>
<th>01 - Not at Intersection</th>
<th>02 - Two (2)</th>
<th>03 - Three (3)</th>
<th>04 - Four (4)</th>
<th>05 - Five or more (5+)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Intersection Geometry</td>
<td>01 - Angled/Skewed Y</td>
<td>02 - Roundabout/Traffic Circle O</td>
<td>03 - Perpendicular + T</td>
<td>07 - Not Applicable</td>
<td></td>
</tr>
<tr>
<td>Overall Traffic Control Device</td>
<td>01 - No Control</td>
<td>02 - Signalized</td>
<td>03 - Stop - All Way</td>
<td>04 - Stop - Partial</td>
<td></td>
</tr>
<tr>
<td>WEATHER CONDITIONS (up to 2 choices)</td>
<td>01 - Blowing Sand, Soil, Dirt</td>
<td>02 - Blowing Snow</td>
<td>03 - Clear</td>
<td>04 - Cloudy</td>
<td></td>
</tr>
<tr>
<td>ROADWAY SURFACE CONDITION</td>
<td>01 - Dry</td>
<td>02 - Ice/Frost</td>
<td>03 - Mud, Dirt, Gravel</td>
<td>04 - Oil</td>
<td></td>
</tr>
</tbody>
</table>

### CONTRIBUTING CIRCUMSTANCES – ROADWAY ENVIRONMENT

- **01** - None
- **02** - Yes, Absence of Sidewalks
- **03** - Prior Crash
- **04** - Prior Non-Recurring Incident
- **05** - Backup Due to Regular Congestion
- **06** - Debris
- **07** - Glare
- **09** - Obstructed Crosswalks
- **10** - Non-Highway Work
- **12** - Road Surface Condition (wet, icy, snow, slush, etc.)
- **13** - Roadway Within Restricted
- **14** - Ruts, Holes, Bumps
- **15** - Shoulders (none, low, soft, high)
- **16** - Toll Booth/Plaza Related
- **17** - Traffic Control Device
- **18** - Traffic Incident
- **19** - Visual Obstruction(s)
- **20** - Weather Conditions
- **21** - Work Zone (construction/maintenance/utility)
- **22** - Worn, Travel-Polished Surface

### MANNER OF CRASH / COLLISION IMPACT

- **00** - Not a Collision Between Two Motor Vehicles
- **01** - Angle
- **02** - Front-to-Front
- **03** - Front-to-Rear
- **04** - Rear-to-Rear
- **05** - Rear-to-Side
- **06** - Sideswipe-Opposite Direction
- **07** - Sideswipe-Same Direction

### WORK ZONE

- **01** - Intermittent or Moving Work
- **02** - Lane Closure
- **03** - Lane Shift/Crossover
- **04** - Work on Shoulder or Median
- **97** - Not Applicable
- **98** - Other
- **99** - Unknown

### LOCATION OF THE CRASH

- **01** - Before Work Zone Warning Sign
- **02** - Advance Warning Area
- **03** - Transition Area
- **05** - Termination Area
- **97** - Not Applicable
- **98** - Other
- **99** - Unknown

### LAW ENFORCEMENT PRESENT

- **01** - Officer Present
- **02** - Not Present
- **03** - Only Law Enforcement Vehicle Present

### SCHOOL BUS RELATED

- **00** - No
- **01** - School Bus Directly Involved
- **02** - School Bus Indirectly Involved

---

**NDOT Form 40, September 2020**
V1 IS A CITY OF LINCOLN PUBLIC WORKS VEHICLE AND D1 WAS DOING STREET REPAIR WORK IN THE INTERSECTION OF CENTENNIAL MALL/M ST. V1 WAS PARKED IN THE FAR SOUTH TRAFFIC LANE NEXT TO V2, WHICH WAS PARKED AT A METERED STALL ALONG THE SOUTH CURB OF M ST. OWNER OF V2 INFORMED D1 THAT SHE NEEDED TO LEAVE AND REQUESTED THAT V1 BE MOVED. D1 THEN ENTERED V1 AND Began MOVING FORWARD, AND A JACK ON THE REAR PASSENGER CORNER OF V1 STRUCK THE FRONT DRIVER SIDE DOOR OF V2 WHICH WAS PARTIALLY OPEN. D1 STATED WHEN HE GOT INTO THE TRUCK THE OWNER OF V2 WAS AT THE BACK OF HER VAN AND HE DID NOT KNOW SHE WAS OPENING HER DOOR TO GET INTO HER VEHICLE WHEN HE BEGAN MOVING FORWARD. OWNER OF V2 STATED SHE OPENED HER DOOR JUST ENOUGH TO GET INTO HER VEHICLE AND SHE DID NOT KNOW V1 WAS GOING TO BEGIN MOVING BEFORE SHE GOT INTO HER VEHICLE. OWNER OF V2 HAD HER VEHICLE TOWED AS THE FRONT DRIVER SIDE DOOR WOULD NOT CLOSE PROPERLY AFTER THE ACCIDENT. REPORT WAS NEEDED AS V1 IS A CITY OWNED VEHICLE.
**Investigator's Motor Crash Report - Vehicle**

<table>
<thead>
<tr>
<th>Field</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>VEHICLE NO.</td>
<td>1</td>
</tr>
<tr>
<td>CITY OF LINCOLN</td>
<td></td>
</tr>
<tr>
<td>CONTACT PHONE</td>
<td>(402) 441-7548</td>
</tr>
<tr>
<td>LICENSE PLATE NO.</td>
<td>27985</td>
</tr>
<tr>
<td>LICENSE PLATE TYPE</td>
<td></td>
</tr>
<tr>
<td>MAKE</td>
<td>FORD</td>
</tr>
<tr>
<td>MODEL</td>
<td>DRW SUPER DUTY F</td>
</tr>
<tr>
<td>MODEL YEAR</td>
<td>2008</td>
</tr>
<tr>
<td>COLOR</td>
<td>GRN</td>
</tr>
<tr>
<td>VEHICLE MANEUVER / ACTION</td>
<td></td>
</tr>
<tr>
<td>DRIVER PRESENT?</td>
<td>YES</td>
</tr>
<tr>
<td>MILES OF TRAVEL</td>
<td></td>
</tr>
<tr>
<td>LICENSE PLATE NO.</td>
<td></td>
</tr>
<tr>
<td>LICENSE PLATE TYPE</td>
<td></td>
</tr>
<tr>
<td>SENSOR SYSTEMS</td>
<td></td>
</tr>
<tr>
<td>AUTOMATIVE DRIVING SYSTEM(S)</td>
<td></td>
</tr>
<tr>
<td>HIT AND RUN?</td>
<td></td>
</tr>
<tr>
<td>TOWED DUE TO DISABLING DAMAGE</td>
<td></td>
</tr>
<tr>
<td>VEHICLE CONTRIBUTING CIRCUMSTANCE(S)</td>
<td></td>
</tr>
<tr>
<td>EMERGENCY MOTOR VEHICLE USE</td>
<td></td>
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<td></td>
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</tbody>
</table>

**Motor Vehicle Details**

- **Make**: FORD
- **Model**: DRW SUPER DUTY F
- **Year**: 2008
- **Color**: GRN

**Vehicle Details**

- **VIN**: 1FDXF46R38EE41075
- **Body Type**: 14
- **Make**: FORD
- **Model**: DRW SUPER DUTY F
- **Year**: 2008
- **Color**: GRN

**Initial Contact Point**

- Initial contact point: 3

**Damaged Area(s)**

- Total Damage: $50
- Extent of Damage:
  - 00: No Damage
  - 01: Minor Damage
  - 02: Functional Damage
  - 03: Disabling Damage
  - 04: Vehicle Not at Scene

**Towed Due to Disabling Damage**

- 01: Not Towed
- 02: Towed Due to Disabling Damage
- 03: Towed Not Due to Disabling Damage

**Other Details**

- **Automation System(s)**: 099
  - 00: No Automation
  - 01: Driver Assistance
  - 02: Partial Automation
  - 03: Conditional Automation
  - 04: High Automation
  - 05: Full Automation
  - 06: Automation Level Unknown
  - 099: Unknown

- **Emergency Motor Vehicle Use**
  - 01: Emergency Operation, Emergency
  - 02: Emergency Operation, Emergency Warning Equipment Not in Use
  - 03: Non-Emergency, Non-Transport
  - 04: Non-Emergency, Transport
  - 05: Not Applicable
  - 99: Unknown

- **Automation System Levels**
  - 00: No Automation
  - 01: Driver Assistance
  - 02: Partial Automation
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  - 06: Automation Level Unknown
  - 099: Unknown

**Insurance Details**

- **Insurance Company**: SELF INSURED
- **Insurance Policy No.**: 30000271

**Mailing Address**

- 555 S 10TH

**Government Municipal**

- License Plate No.: 27985
- License Plate Type: 
- Insurance Coverage: SELF INSURED
- Insurance Policy No.: 30000271

**Special Function of Motor Vehicle in Transport**

- 00: No Special Function
- 01: Ambulance
- 02: Bus – Charter/Tour
- 03: Bus – Childcare/Daycare
- 04: Bus – Intercity
- 05: Bus – School (Public or Private)
- 06: Bus – Shuttle
- 07: Bus – Transit/Commuter
- 08: Bus – Other
- 09: Farm Vehicle
- 10: Fire Truck
- 11: Highway/Maintenance
- 12: Mail Carrier
- 13: Military
- 14: Non-Transport Emergency Services Vehicle
- 15: Other Incident Response
- 16: Police
- 17: Public Utility
- 18: Rental Truck (Over 10,000 lbs)
- 19: Safety Service Patrols – Incident Response
- 20: Taxi
- 21: Towing – Incident Response
- 22: Truck Acting as Crash Attenuator
- 23: Vehicle Used for Electronic Ride-hailing (Uber, Lyft, etc.)
- 98: Other
- 99: Unknown

**HIT AND RUN?**

- 01: Yes - Driver or Car/Driver Left Scene
- 02: No - Did Not Leave Scene
- 99: Unknown

**Towed Due to Disabling Damage**

- 00: No Towed
- 01: Towed Due to Disabling Damage
- 02: Towed Not Due to Disabling Damage
- 03: Not Towed
### TRAFFICWAY DESCRIPTION

**Travel Directions**
- **01**: One-Way
- **02**: Two-Way

**Divided**
- **00**: Not Divided
- **01**: Not Divided, With a Continuous Left-Turn Lane
- **02**: Divided, Flush Median (greater than 4 ft. wide)
- **03**: Divided, Raised Median (curbed)
- **04**: Divided, Depressed Median

**Barrier Type**
- **00**: No Barrier
- **01**: Cable Barrier
- **02**: Concrete Barrier (e.g. Jersey barrier)
- **03**: Earth Embankment
- **04**: Guardrail
- **98**: Other

### DIRECTION OF TRAVEL

**00**: Not on Roadway
- **01**: Northbound
- **02**: Southbound
- **03**: Eastbound
- **04**: Westbound
- **99**: Unknown

### GRADE / ROADWAY ALIGNMENT

**Horizontal Alignment**
- **01**: Curve Left
- **02**: Curve Right
- **03**: Straight

**Grade**
- **01**: Downhill
- **02**: Hillock
- **03**: Level
- **04**: Sag (Bottom)
- **05**: Uphill
- **99**: Unknown

### POSTED SPEED LIMIT

- **97**: Not Applicable
- **99**: Unknown
- **25** mph

### PAVEMENT MARKINGS

**Edgeline Presence/Type**
- **00**: No Marked Edgeline
- **01**: Standard Edgeline
- **02**: Wide Edgeline
- **98**: Other
- **99**: Unknown

**Centerline Presence/Type**
- **00**: No Marked Centerline
- **01**: Standard Centerline
- **99**: Unknown

**Lane Line Markings**
- **00**: No Line Markings
- **01**: Standard Lane Line
- **02**: Wide Line Lane
- **99**: Unknown

### GRADE / TYPE OF BICYCLE FACILITY

- **00**: None
- **01**: Marked Bicycle Lane
- **02**: Separate Bicycle Path/Trail
- **03**: Unmarked Paved Shoulder
- **04**: Wide Curb Lane
- **99**: Unknown

### PRESENSE / TYPE OF BICYCLE FACILITY

- **00**: None
- **01**: Marked Bicycle Lane
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- **03**: Unmarked Paved Shoulder
- **04**: Wide Curb Lane
- **99**: Unknown

### TOTAL LANES IN ROADWAY

- **3**: Undivided Trafficways
- **1**: Divided Trafficways

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**Investigator's Motor Vehicle Crash Report - Driver**

**BAC Level:** (ex: 0.132)

**DRIVER NAME (Last, First, Middle):** SEFFRON, JEREMY, L

**MAILING ADDRESS:** 400 SW 140TH ST

**CITY:** LINCOLN

**STATE:** NE

**ZIP:** 68532

**DATE OF BIRTH (MMDDYYYY):** 03/19/1982

**DOB Unk.:** 02

**DRIVER LICENSE NO.:** H12523452

**STATE:** NE

**CITATION:** NO VIOLATION

**NO VIOLATION:** 02

**CONTACT PHONE:** (402) 612-5565

**SEX:** 01 - Male

**02 - Female

**09 - Unk.

**TRACS KEY NO.:** 400 SW 140TH ST

**MAILING ADDRESS:**

**CONTACT PHONE:** (402) 612-5565

**SEX:**

**01 - Male

**02 - Female

**09 - Unk.

**DRIVER LICENSE JURISDICTION**

**00 - Not Licensed

**01 - Canadian*

**02 - Indian Nation*

**03 - International License* (other than Mexico, Canada)

**04 - Mexican*

**05 - U.S. State

**06 - U.S. Government

**07 - Not Applicable

**99 - Unknown

**Name of Jurisdiction**

Include the specific State, Province or Nation indicated on the Driver's License

**STATE:** NEBRASKA

**DRIVER LICENSE JURISDICTION**

**00 - Not Licensed

**01 - Full Driver License

**02 - Intermediate Driver License

**03 - Learner’s Permit

**04 - School Permit

**05 - Temporary License

**99 - Unknown License Type

**COMMERCIAL DRIVER LICENSE (CDL)**

**01 - Yes

**02 - No

**99 - Unknown

**DRIVER ACTIONS AT TIME OF CRASH**

**00 - No Contributing Action

**01 - Disregarded Red Light

**02 - Disregarded Stop Sign

**03 - Disregarded Road Markings

**04 - Disregarded Traffic Sign

**05 - Failed to Keep in Proper Lane

**06 - Failed to Yield Right-of-Way

**07 - Followed too Closely

**08 - Improper Backing

**09 - Improper Passing

**10 - Improper Turn

**11 - Operated Motor Vehicle in Inattentive, Careless, Negligent or Erratic Manner

**12 - Operated Motor Vehicle in Reckless or Aggressive Manner

**13 - Over-Correcting/Over-Steering

**14 - Ran Off Roadway

**15 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc.

**DRIVER DISTRACTED BY Action**

**00 - Not Distracted

**01 - Talking/Listening

**02 - Manually Operating

**03 - Other Action (looking away from task, etc.)

**04 - Asleep or Fatigued

**05 - Passenger/Other Non-Motorist

**06 - External (to vehicle/non-motorist area)

**07 - Other Distraction (animal, food, grooming, etc.)

**08 - Other Electronic Device

**09 - Other Contributing Action

**10 - Learner’s Permit Restrictions

**11 - Limited to Daylight Only

**12 - Limited to Employment

**13 - Limited-Other

**DRIVER LICENSE STATUS**

**Type Applicable for this Person**

**01 - Commercial Driver License (CDL)

**02 - Non-CDL Driver License

**03 - Non-CDL Restricted Driver License (learner’s permit, temporary/limited, graduated driver license, etc.)

**99 - Unknown

**Status**

**00 - Not Licensed

**01 - Canceled or Denied

**02 - Disqualified (CDL)

**03 - Expired

**04 - Revoked

**05 - Suspended

**06 - Valid License

**99 - Unknown

**DRIVER LICENSE RESTRICTIONS**

**up to 3 choices**

**00 - None

**01 - Alcohol Interlock Device

**02 - Automatic Transmission

**03 - CDL Intrastate Only

**04 - Corrective Lenses

**05 - Except Class A & Class B Bus

**06 - Except Class A Bus

**07 - Except Tractor-Trailer

**08 - Farm Waiver

**09 - Intermediate License Restrictions

**10 - Learner’s Permit Restrictions

**11 - Limited to Daylight Only

**12 - Limited to Employment

**13 - Limited-Other

**ALCOHOL INTERLOCK PRESENT?**

**01 - Yes

**02 - No

**99 - Unknown

**SPEEDING RELATED**

**00 - No

**01 - Exceeded Speed Limit

**02 - Racing

**03 - Too Fast for Conditions

**99 - Unknown

**ALCOHOL TEST STATUS**

**01 - Test Given

**02 - Test Not Given

**03 - Test Refused

**99 - Unknown if Tested

**ALCOHOL TEST TYPE**

**01 - Blood "BAC"

**02 - Breathalyzer "BrAC"

**03 - Urine

**98 - Other

**97 - Not Applicable

**99 - Unknown

**ALCOHOL TEST RESULT**

**01 - Negative

**02 - Positive

**03 - Pending

**97 - Not Applicable

**99 - Unknown

**ALCOHOL TEST RESULT**

**01 - Blood "BAC"

**02 - Breathalyzer "BrAC"

**03 - Urine

**98 - Other

**97 - Not Applicable

**99 - Unknown

**BAC Level:** (ex: 0.132)

**DRUGS SUSPECTED**

**01 - Yes

**02 - No

**99 - Unknown

**DRUG TEST STATUS**

**01 - Test Given

**02 - Test Not Given

**03 - Test Refused

**99 - Unknown if Tested

**DRUG TEST TYPE**

**01 - Blood

**02 - Urine

**03 - Saliva

**98 - Other

**99 - Unknown

**DRUG TEST RESULT**

**01 - Negative

**02 - Positive

**03 - Pending

**97 - Not Applicable

**99 - Unknown

**DRUGS SUSPECTED**

**01 - Yes

**02 - No

**99 - Unknown

**DRUG TEST STATUS**

**01 - Test Given

**02 - Test Not Given

**03 - Test Refused

**99 - Unknown if Tested

**DRUG TEST TYPE**

**01 - Blood

**02 - Urine

**03 - Saliva

**98 - Other

**99 - Unknown

**DRUG TYPE**

**01 - Cocaine

**02 - Pain Reliever

**03 - Marijuana

**04 - Opiate

**05 - Other Controlled Substance

**06 - PCP

**07 - Other Drug

**08 - Animal

**09 - Other Non-Motorist

**10 - Other Contributing Action

**11 - Limited to Daylight Only

**12 - Limited to Employment

**13 - Limited-Other

**99 - Unknown

**Agency Case No.: C1-034186**
Investigator's Motor Vehicle Crash Report - Vehicle

Sheet 6 of 10

VEHICLE NO. 2
MOTOR VEHICLE UNIT TYPE 01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment

VEHICLE OWNER NAME (Last, First, Middle) VCULEK, KAYLEE, S

CONTACT PHONE (402) 310-0571

MAILING ADDRESS 740 COTTONWOOD DR

LICENSE PLATE NO. UMZ550

LICENSE PLATE TYPE PASSENGER

INSURANCE COVERAGE 01 - Yes 02 - No 99 -UNK.

INSURANCE COMPANY ALLSTATE

INSURANCE POLICY NO. 999543496

MOTOR VEHICLE UNIT TYPE 01 - Motor Vehicle in Transport 02 - Parked Motor Vehicle 03 - Working Vehicle/Equipment

VEHICLE MANEUVER / ACTION 01 - Slowing 02 - Stopped in Traffic 10 - Slowing 11 - Stopped in Traffic

VEHICLE CONTRIBUTING CIRCUMSTANCE(S) 00 - None 01 - Body, Doors 02 - Brakes 03 - Exhaust System 04 - Lights (head, signal, tail) 05 - Mirrors 06 - Power Train 07 - Steering 08 - Suspension 09 - Tires 10 - Truck Coupling/Trailer Hitch/Safety Chains 11 - Wheels 12 - Windows/Windshield 13 - Wipers 98 - Other 99 - Unknown

TOWED DUE TO DISABLING DAMAGE 01 - Not Towed 02 - Towed Due to Disabling Damage 03 - Towed Not Due to Disabling Damage

VEHICLE CRASH DAMAGES equal to or less than $1,000 are classified as non-reportable.

DAMAGE ESTIMATE $1,000

EXTENT OF DAMAGE 00 - No Damage 01 - Minor Damage 02 - Functional Damage 03 - Disabling Damage 04 - Vehicle Not at Scene

SPECIAL FUNCTION OF MOTOR VEHICLE IN TRANSPORT 00 - No Special Function 01 - Ambulance 02 - Bus - Charter/Tour 03 - Bus - Childcare/Daycare 04 - Bus - Intercity 05 - Bus - School (Public or Private) 06 - Bus - Shuttle 07 - Bus - Transit/Commuter 08 - Bus - Other 09 - Farm Vehicle 10 - Fire Truck 11 - Highway/Maintenance 12 - Mail Carrier 13 - Military 14 - Non-Transport Emergency Services Vehicle 15 - Other Incident Response 16 - Police 17 - Public Utility 18 - Rental Truck (Over 10,000 lbs) 19 - Safety Service Patrols – Incident Response 20 - Taxi 21 - Towing – Incident Response 22 - Truck Acting as Crash Attenuator 23 - Vehicle Used for Electronic Ride-hailing (Uber, Lyft, etc.) 98 - Other 99 - Unknown

EMERGENCY MOTOR VEHICLE USE 01 - Emergency Operation, Emergency Warning Equipment Not in Use 02 - Emergency Operation, Emergency Warning Equipment in Use 03 - Non-Emergency, Non-Transport 04 - Non-Emergency, Transport 97 - Not Applicable 99 - Unknown

AUTOMATED DRIVING SYSTEM(S) 01 - Yes 02 - No 99 - Unknown

AUTOMATION SYSTEM(S) in Vehicle? 99 - Unknown

AUTOMATION LEVEL Unknown

Vehicles Not at Scene 99 - Unknown

Number of trailing units 97 - Not Applicable (vehicle with no trailing units)

Vehicles Not at Scene 99 - Unknown

Number of trailing units 97 - Not Applicable (vehicle with no trailing units)

Automation Levels

01 - Driver Assistance 02 - Partial Automation 03 - Conditional Automation 04 - High Automation 05 - Full Automation 06 - Automation Level Unknown 99 - Unknown

AUTOMATION LEVEL Unknown

For up to 5 choices

07 - steering 08 - Suspension 09 - Tires 10 - Truck Coupling/Trailer Hitch/Safety Chains 11 - Wheels 12 - Windows/Windshield 13 - Wipers 98 - Other 99 - Unknown

AUTOMATION SYSTEM LEVELS Engaged at Time of Crash

For up to 5 choices

01 - Emergency Operation, Emergency Warning Equipment in Use 02 - Emergency Operation, Emergency Warning Equipment Not in Use 03 - Non-Emergency, Non-Transport 04 - Non-Emergency, Transport 97 - Not Applicable 99 - Unknown

HIT AND RUN? 01 - Yes - Driver or Car/Driver Left Scene 02 - No - Did Not Leave Scene 99 - Unknown

TOWED DUE TO DISABLING DAMAGE 01 - Not Towed 02 - Towed Due to Disabling Damage 03 - Towed Not Due to Disabling Damage

Did this motor vehicle display a hazardous materials (HM) placard? 01 - Yes 02 - No 99 - Unknown

**Heavy Truck/Bus Form must be completed**

Number of trailing units 97 - Not Applicable (vehicle with no trailing units)

SPECIAL FUNCTION OF MOTOR VEHICLE IN TRANSPORT 00 - No Special Function 01 - Ambulance 02 - Bus - Charter/Tour 03 - Bus - Childcare/Daycare 04 - Bus - Intercity 05 - Bus - School (Public or Private) 06 - Bus - Shuttle 07 - Bus - Transit/Commuter 08 - Bus - Other 09 - Farm Vehicle 10 - Fire Truck 11 - Highway/Maintenance 12 - Mail Carrier 13 - Military 14 - Non-Transport Emergency Services Vehicle 15 - Other Incident Response 16 - Police 17 - Public Utility 18 - Rental Truck (Over 10,000 lbs) 19 - Safety Service Patrols – Incident Response 20 - Taxi 21 - Towing – Incident Response 22 - Truck Acting as Crash Attenuator 23 - Vehicle Used for Electronic Ride-hailing (Uber, Lyft, etc.) 98 - Other 99 - Unknown

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AUTOMATED DRIVING SYSTEM(S) 01 - Yes 02 - No 99 - Unknown

AUTOMATION SYSTEM(S) in Vehicle? 99 - Unknown

AUTOMATION LEVEL Unknown

For up to 5 choices

07 - steering 08 - Suspension 09 - Tires 10 - Truck Coupling/Trailer Hitch/Safety Chains 11 - Wheels 12 - Windows/Windshield 13 - Wipers 98 - Other 99 - Unknown

AUTOMATION SYSTEM LEVELS Engaged at Time of Crash

For up to 5 choices

01 - Emergency Operation, Emergency Warning Equipment in Use 02 - Emergency Operation, Emergency Warning Equipment Not in Use 03 - Non-Emergency, Non-Transport 04 - Non-Emergency, Transport 97 - Not Applicable 99 - Unknown

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Did this motor vehicle display a hazardous materials (HM) placard? 01 - Yes 02 - No 99 - Unknown

**Heavy Truck/Bus form must be completed**

Number of trailing units 97 - Not Applicable (vehicle with no trailing units)

SPECIAL FUNCTION OF MOTOR VEHICLE IN TRANSPORT 00 - No Special Function 01 - Ambulance 02 - Bus - Charter/Tour 03 - Bus - Childcare/Daycare 04 - Bus - Intercity 05 - Bus - School (Public or Private) 06 - Bus - Shuttle 07 - Bus - Transit/Commuter 08 - Bus - Other 09 - Farm Vehicle 10 - Fire Truck 11 - Highway/Maintenance 12 - Mail Carrier 13 - Military 14 - Non-Transport Emergency Services Vehicle 15 - Other Incident Response 16 - Police 17 - Public Utility 18 - Rental Truck (Over 10,000 lbs) 19 - Safety Service Patrols – Incident Response 20 - Taxi 21 - Towing – Incident Response 22 - Truck Acting as Crash Attenuator 23 - Vehicle Used for Electronic Ride-hailing (Uber, Lyft, etc.) 98 - Other 99 - Unknown

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AUTOMATED DRIVING SYSTEM(S) 01 - Yes 02 - No 99 - Unknown

AUTOMATION SYSTEM(S) in Vehicle? 99 - Unknown

AUTOMATION LEVEL Unknown

For up to 5 choices

07 - steering 08 - Suspension 09 - Tires 10 - Truck Coupling/Trailer Hitch/Safety Chains 11 - Wheels 12 - Windows/Windshield 13 - Wipers 98 - Other 99 - Unknown

AUTOMATION SYSTEM LEVELS Engaged at Time of Crash

For up to 5 choices

01 - Emergency Operation, Emergency Warning Equipment in Use 02 - Emergency Operation, Emergency Warning Equipment Not in Use 03 - Non-Emergency, Non-Transport 04 - Non-Emergency, Transport 97 - Not Applicable 99 - Unknown

HIT AND RUN? 01 - Yes - Driver or Car/Driver Left Scene 02 - No - Did Not Leave Scene 99 - Unknown

TOWED DUE TO DISABLING DAMAGE 01 - Not Towed 02 - Towed Due to Disabling Damage 03 - Towed Not Due to Disabling Damage

Did this motor vehicle display a hazardous materials (HM) placard? 01 - Yes 02 - No 99 - Unknown

**Heavy Truck/Bus form must be completed**

Number of trailing units 97 - Not Applicable (vehicle with no trailing units)
### Investigator’s Motor Vehicle Crash Report - Vehicle (cont’d)

**Vehicle No.** 2 (cont’d)

#### MOST HARMFUL EVENT FOR THIS MOTOR VEHICLE

<table>
<thead>
<tr>
<th>Event</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Cargo/Equipment Loss or Shift</td>
</tr>
<tr>
<td>12</td>
<td>Fell/Jumped from Motor Vehicle</td>
</tr>
<tr>
<td>13</td>
<td>Fire/Explosion</td>
</tr>
<tr>
<td>14</td>
<td>Immersion, Full or Partial</td>
</tr>
<tr>
<td>15</td>
<td>Jackknife</td>
</tr>
<tr>
<td>16</td>
<td>Other Non-Collision Harmful Event</td>
</tr>
<tr>
<td>17</td>
<td>Overtune/Rollover</td>
</tr>
<tr>
<td>18</td>
<td>Thrown or Falling Object</td>
</tr>
</tbody>
</table>

#### Collision With Person, Motor Vehicle or Non-Fixed Object

- Animal (live)
- Construction Equipment (backhoe, bulldozer, etc.)
- Farm Equipment (tractor, combine harvester, etc.)
- Motor Vehicle in Transport
- Other Non-Fixed Object
- Parked Motor Vehicle
- Pedalcycle
- Pedestrian
- Railway Vehicle (train, engine)
- Strikes Object at Rest from Vehicle in Transport
- Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
- Work Zone/Maintenance Equipment

#### TRAFFIC CONTROL DEVICE TYPE

<table>
<thead>
<tr>
<th>TCD Type(s)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>00</td>
<td>No Controls</td>
</tr>
<tr>
<td>01</td>
<td>Person (flagger, law enforcement, crossing guard, etc.)</td>
</tr>
<tr>
<td>02</td>
<td>Railroad Crossing Sign</td>
</tr>
<tr>
<td>03</td>
<td>School Zone Sign</td>
</tr>
<tr>
<td>04</td>
<td>Stop Sign</td>
</tr>
<tr>
<td>05</td>
<td>Yield Sign</td>
</tr>
<tr>
<td>06</td>
<td>“Curve Ahead” Warning Sign</td>
</tr>
<tr>
<td>07</td>
<td>Pedestrian Crossing Sign</td>
</tr>
<tr>
<td>08</td>
<td>“Intersection Ahead” Warning Sign</td>
</tr>
<tr>
<td>09</td>
<td>“Reduce Speed Ahead” Warning Sign</td>
</tr>
<tr>
<td>10</td>
<td>Bicycle Crossing Sign</td>
</tr>
<tr>
<td>11</td>
<td>Other Warning Sign</td>
</tr>
</tbody>
</table>

#### TRAFFICWAY DESCRIPTION

<table>
<thead>
<tr>
<th>Travel Directions</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>One-Way</td>
</tr>
<tr>
<td>02</td>
<td>Two-Way</td>
</tr>
<tr>
<td>03</td>
<td>Divided</td>
</tr>
</tbody>
</table>

#### DIRECTION OF TRAVEL

<table>
<thead>
<tr>
<th>Name of Street Traveling on:</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>M/CENTENNIAL MALL-</td>
<td></td>
</tr>
</tbody>
</table>

#### POSTED SPEED LIMIT

- 97  - Not Applicable
- 99  - Unknown

#### TOTAL LANES IN ROADWAY

- Undivided Trafficways
  - Number of Through Lanes in Both Directions, excluding Auxiliary Lanes
  - Number of Auxiliary Lanes in Both Directions
- Divided Trafficways
  - Number of Through Lanes in the Vehicle’s Direction, excluding Auxiliary Lanes
  - Number of Auxiliary Lanes in the Vehicle’s Direction

#### GRADE / ROADWAY ALIGNMENT

<table>
<thead>
<tr>
<th>Facility</th>
<th>Description</th>
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<tbody>
<tr>
<td>00</td>
<td>None</td>
</tr>
<tr>
<td>01</td>
<td>Marked Bicycle Lane</td>
</tr>
<tr>
<td>02</td>
<td>Separate Bicycle Path/Trail</td>
</tr>
<tr>
<td>03</td>
<td>Unmarked Paved Shoulder</td>
</tr>
<tr>
<td>04</td>
<td>Wide Curb Lane</td>
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<tr>
<td>05</td>
<td>Unknown</td>
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</table>

#### PRESENCE / TYPE OF BICYCLE FACILITY

<table>
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<th>Route</th>
<th>Description</th>
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<tbody>
<tr>
<td>00</td>
<td>Yes</td>
</tr>
<tr>
<td>02</td>
<td>No</td>
</tr>
<tr>
<td>97</td>
<td>Not Applicable</td>
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<tr>
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#### PAVEMENT MARKINGS

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<thead>
<tr>
<th>Edgeline Presence/Type</th>
<th>Description</th>
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<tbody>
<tr>
<td>00</td>
<td>No Marked Edgeline</td>
</tr>
<tr>
<td>01</td>
<td>Standard Width Edgeline</td>
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<tr>
<td>02</td>
<td>Wide Edgeline</td>
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#### Barrier Type

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#### CENTERLINE PRESENCE/TYPE

<table>
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<tr>
<th>Description</th>
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<tbody>
<tr>
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<tr>
<td>01</td>
</tr>
<tr>
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#### LANE LINE MARKINGS

<table>
<thead>
<tr>
<th>Description</th>
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<tr>
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<tr>
<td>01</td>
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<tr>
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#### GRADE

<table>
<thead>
<tr>
<th>Description</th>
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<tr>
<td>01</td>
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#### SEQUENCE OF EVENTS (up to 4 choices)

<table>
<thead>
<tr>
<th>Event</th>
<th>Description</th>
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<tbody>
<tr>
<td>01</td>
<td>Cross Centerline</td>
</tr>
<tr>
<td>02</td>
<td>Cross Median</td>
</tr>
<tr>
<td>03</td>
<td>End Departure</td>
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<tr>
<td>04</td>
<td>Downhill Runaway</td>
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<tr>
<td>05</td>
<td>Equipment Failure</td>
</tr>
<tr>
<td>06</td>
<td>Ran Off Roadway Left</td>
</tr>
<tr>
<td>07</td>
<td>Ran Off Roadway Right</td>
</tr>
<tr>
<td>08</td>
<td>Reentering Roadway</td>
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#### Collision With Fixed Object

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<th>Description</th>
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</tbody>
</table>

#### POSTED SPEED LIMIT

- 97  - Not Applicable
- 99  - Unknown

- 25 mph
<table>
<thead>
<tr>
<th>VEHICLE NO.</th>
<th>2</th>
<th>(cont'd)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRIVER NAME (Last, First, Middle)</td>
<td>NOTPRESENT</td>
<td>NOTPRESENT</td>
</tr>
<tr>
<td>MAILING ADDRESS</td>
<td>NOTPRESENT</td>
<td>NOTPRESENT</td>
</tr>
<tr>
<td>DATE OF BIRTH (MMDDYYYY)</td>
<td>DOB Unk.</td>
<td>NOTPRESENT</td>
</tr>
<tr>
<td>DRIVER'S LICENSE NO.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DRIVER LICENSE JURISDICTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>00 - Not Licensed</td>
<td>01 - Canadian*</td>
<td>02 - Indian Nation*</td>
</tr>
<tr>
<td>03 - International License* (other than Mexico, Canada)</td>
<td>04 - Mexican*</td>
<td>05 - U.S. State</td>
</tr>
<tr>
<td>06 - U.S. Government</td>
<td>97 - Not Applicable</td>
<td>99 - Unknown</td>
</tr>
<tr>
<td>* Name of Jurisdiction</td>
<td>Include the specific State, Province or Nation indicated on the Driver's License</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DRIVER LICENSE STATUS</th>
<th>Type Applicable for this Person</th>
<th>Status</th>
<th>DRIVER LICENSE RESTRICTIONS</th>
<th>(up to 3 choices)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Commercial Driver License (CDL)</td>
<td>02 - Non-CDL Driver License</td>
<td>03 - Non-CDL Restricted Driver License (learner’s permit, temporary/limited, graduated driver license, etc.)</td>
<td>99 - Unknown</td>
<td></td>
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<table>
<thead>
<tr>
<th>CLASS</th>
<th>ENDORSEMENTS</th>
<th>(up to 4 choices)</th>
</tr>
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<tbody>
<tr>
<td>00 - None</td>
<td>01 - Class A</td>
<td>02 - Class B</td>
</tr>
<tr>
<td>03 - Class C</td>
<td>04 - Class M</td>
<td>05 - Regular Driver License</td>
</tr>
<tr>
<td>97 - Not Applicable</td>
<td>98 - Other</td>
<td>99 - Unknown</td>
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<table>
<thead>
<tr>
<th>COMMERCIAL DRIVER LICENSE (CDL)</th>
<th>01 - Yes</th>
<th>02 - No</th>
<th>99 - Unknown</th>
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</table>

<table>
<thead>
<tr>
<th>DRIVER ACTIONS AT TIME OF CRASH</th>
<th>(up to 4 choices)</th>
<th>DRIVER DISTRACTED BY</th>
<th>Action</th>
<th>(up to 4 choices)</th>
<th>DRIVER CONDITION AT TIME OF CRASH</th>
<th>(up to 2 choices)</th>
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<tbody>
<tr>
<td>00 - No Contributing Action</td>
<td>01 - Disregarded Red Light</td>
<td>02 - Disregarded Stop Sign</td>
<td>03 - Disregarded Road Markings</td>
<td>04 - Disregarded Traffic Sign</td>
<td>05 - Failed to Keep in Proper Lane</td>
<td>06 - Failed to Yield Right-of-Way</td>
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<table>
<thead>
<tr>
<th>driver</th>
<th>99</th>
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<table>
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<tr>
<th>ALCOHOL</th>
<th>ALCOHOL TEST STATUS</th>
<th>ALCOHOL TEST TYPE</th>
<th>ALCOHOL INTERLOCK PRESENT?</th>
<th>(up to 4 choices)</th>
<th>ALCOHOL TEST RESULT</th>
<th>(up to 4 choices)</th>
<th>ALCOHOL TYPE</th>
<th>(up to 3 choices)</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 - Yes</td>
<td>02 - No</td>
<td>99 - Unknown</td>
<td>01 - Test Given</td>
<td>02 - Test Not Given</td>
<td>03 - Test Refused</td>
<td>99 - Unknown if Tested</td>
<td>01 - Blood</td>
<td>02 - Urine</td>
</tr>
<tr>
<td>03 - Test Refused</td>
<td>99 - Unknown</td>
<td>01 - Blood</td>
<td>02 - Urine</td>
<td>98 - Other</td>
<td>99 - Unknown</td>
<td>01 - Blood</td>
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<th>DRUGS</th>
<th>DRUG TEST STATUS</th>
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<th>DRUG TEST RESULT</th>
<th>DRUG TYPE</th>
<th>(up to 4 choices)</th>
<th>DRUG RESULT</th>
<th>(up to 3 choices)</th>
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<td>01 - Yes</td>
<td>02 - No</td>
<td>99 - Unknown</td>
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| Agency Case No. | C1-034186 |
### All Drivers & Occupants

<table>
<thead>
<tr>
<th>Vehicle No.</th>
<th>Occupant No.</th>
<th>NAME OF PERSON INVOLVED (Last, First, Middle)</th>
<th>SEX</th>
<th>DATE OF BIRTH (MMDDYYYY)</th>
<th>DOB Unk.</th>
<th>MEDICAL FACILITY NAME</th>
<th>EMS SERVICE NAME</th>
<th>EMS RUN NO.</th>
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<tr>
<td>1</td>
<td>1</td>
<td>SEFFRON, JEREMY, L</td>
<td></td>
<td>03/19/1982</td>
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**P1. Incident Responder?**
- 01 - Yes
- 02 - No

**P2. If yes, type of Incident Responder**
- 01 - EMS
- 02 - Fire
- 03 - Police
- 04 - Tow Operator
- 05 - Transportation (maintenance workers, safety service operators, etc.)
- 98 - Other
- 99 - Unknown

**Does the crash involve a Non-Motorist?**
- 01 - Yes – Complete Non-Motorist Report
  - NDOT Form 178 for the following person types:
    - Bicyclist
    - Other Cyclist
    - Pedestrian
    - Other Pedestrian (wheelchair, skater, person in a building, parked vehicle, or a personal conveyance, etc.)
    - Occupant of a Non-Motor Vehicle Transportation Device
    - Unknown Type of Non-Motorist
- 02 - No – Continue to P3 below.

**P3. Occupant of Motor Vehicle**
- 01 - Driver
- 02 - Occupant
- 03 - Occupant of MV Not in Transport

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<td>Second</td>
<td>Driver</td>
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**RESTRANST SYSTEM / HELMET USE**

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**INJURY**

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**Agency Case No.** C1-034186
## State of Nebraska
### Investigator’s Supplemental Heavy Truck/Bus Crash Report

**State Use Only**

**Date of Crash:** 04/19/2021  
**Place of Crash:** M/CENTENNIAL MALL-16TH  
**County:** LANCASTER  
**City:** LINCOLN  
**Agency Case No.:** C1-034186  
**Investigating Agency:** LINCOLN POLICE DEPARTMENT

**Vehicle No. 1**

**Driver Name:** SEFFRON, JEREMY, L  
**Carrier Name:** CARRIER OF LINCOLN  
**State Use Only**

### Vehicle Configuration

- **Gross Vehicle Weight / Weight Rating**
  - **Gross Vehicle Weight Rating (GVWR):**
  - **Gross Vehicle Weight (GVW):**
  - **Gross Combination Weight Rating (GCWR):**

- **Cargo Body Type**
  - **Non Cargo Body Type:**
  - **Cargo Body Type:**

### Special Sizing

- **Permitted?**
  - **Non-Permitted Load:**
  - **Permitted Load:**
  - **No Special Sizing:**

- **Sizing (up to 4 choices):**
  - **No Special Sizing:**
  - **Unknown:**

### Total No. of Axles

- **First Trailer Behind Tractor:**
- **Second Trailer Behind Tractor:**
- **Third Trailer Behind Tractor:**

### Officer No.

**Troop/Team/Beat:** 7A  
**Department:** LINCOLN POLICE DEPARTMENT  
**Investigator Name:** PAUL LUCE  
**Investigator Signature:** APPROVED BY PAUL LUCE  
**Date of Report:** 04/20/2021

---

**State Use Only**

- **Reg. Year:**
- **License Plate Type:**
- **License Plate No.:**
- **Trailer: EQUIPMENT I.D.:**
- **Make:**
- **Model:**
- **Year:**
- **Vin No.:**
- **N/A**

**Agency Case No.:** C1-034186
SPEIDELL BODYWORKS INC
SOUTH_CF
Your Best Decision, After a Collision
4900 RENTWORTH DRIVE, SUITE 6, LINCOLN, NE
68516
Phone: (402) 423-3038
FAX: (402) 423-3162

Preliminary Supplement 1 with Summary

Customer: Vculek, Jason

Written By: Mike Schutte

Insured: Vculek, Jason
Policy #: 
Date of Loss: 

Claim #: 0623529765
Days to Repair: 0

Owner: Vculek, Jason
6000 Saddle Creek TRL
Lincoln, NE 68523
(402) 601-5850 Business

Inspection Location:
SPEIDELL BODYWORKS INC SOUTH_CF
4900 RENTWORTH DRIVE
SUITE 6
LINCOLN, NE 68516
Repair Facility
(402) 423-3038 Business

Insurance Company:
ALLSTATE INSURANCE COMPANY

Job Number: 14136

VEHICLE

2015 TOYO Sienna XLE FWD w/3-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

VIN: STDY3DC4FS567370 Interior Color: 
License: UMZ550 Exterior Color: White
State: NE Production Date: 12/2014

Mileage In: 67,463 Vehicle Out: 
Mileage Out: 
Condition: Excellent

Job #: 14136

TRANSMISSION
Automatic Transmission
Overdrive

POWER
Power Steering
Power Brakes
Power Windows
Power Locks
Power Mirrors
Heated Mirrors
Power Driver Seat
Power Passenger Seat

DECOR
Dual Mirrors
Privacy Glass
Console/Storage

CONVENIENCE
Air Conditioning
Intermittent Wipers
Tilt Wheel
Cruise Control
Rear Defogger
Keyless Entry
Alarm
Steering Wheel Touch Controls
Rear Window Wiper
Telescopic Wheel
Climate Control
Dual Air Conditioner
Backup Camera
Dual Power Sliding Doors
Home Link

FM Radio
Stereo
Search/Seek
CD Player
Auxiliary Audio Connection
Satellite Radio

SAFETY
Drivers Side Air Bag
Passenger Air Bag
Anti-Lock Brakes (4)
4 Wheel Disc Brakes
Traction Control
Stability Control
Front Side Impact Air Bags
Head/Curtain Air Bags
Hands Free Device

Luggage/Roof Rack
Electric Glass Sunroof

SEATS
Bucket Seats
Leather Seats
Heated Seats
3rd Row Seat
Retractable Seats

WHEELS
Aluminum/Alloy Wheels

PAINT
Three Stage Paint

OTHER
Fog Lamps
Rear Spoiler

TRUCK

Get live updates at www.carwise.com/e/3YEgbP
<table>
<thead>
<tr>
<th>Customer: Vculek, Jason</th>
<th>Job Number: 14136</th>
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<tbody>
<tr>
<td>2015 TOYO Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White</td>
<td></td>
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<tr>
<td>Overhead Console</td>
<td>Rear Step Bumper</td>
</tr>
<tr>
<td>Wood Interior Trim</td>
<td>Power Trunk/Liftgate</td>
</tr>
<tr>
<td>RADIO</td>
<td></td>
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<tr>
<td>AM Radio</td>
<td>ROOF</td>
</tr>
<tr>
<td>Blind Spot Detection</td>
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## Preliminary Supplement 1 with Summary

**Customer:** Vculek, Jason  
**Job Number:** 14136  
2015 TOYOTA Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

<table>
<thead>
<tr>
<th>Line</th>
<th>Oper</th>
<th>Description</th>
<th>Part Number</th>
<th>Qty</th>
<th>Extended Price $</th>
<th>Labor</th>
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<td>1</td>
<td></td>
<td>FRONT BUMPER</td>
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<tr>
<td>2</td>
<td>*</td>
<td>R&amp;I R&amp;I bumper cover</td>
<td>6700208061</td>
<td>1</td>
<td>844.39</td>
<td>4.9</td>
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<td>Note: Drop LH end of bumper for paint access.</td>
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<td>3</td>
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<td>R&amp;I LT Headlamp Assy w/o LED daytime lamps</td>
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<td>27.78</td>
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<td>6</td>
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<td>Blind LT Fender all (HSS)</td>
<td>6874002080</td>
<td>1</td>
<td>60.91</td>
<td>0.3</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td></td>
<td>Blind LT Outer panel</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td></td>
<td>R&amp;I LT Belt molding</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td></td>
<td>R&amp;I LT Handle, outside w/painted, w/o Smart key white pearl</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td>R&amp;I LT R&amp;I trim panel</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>26</td>
<td></td>
<td>Repl LT Outer panel protector</td>
<td>5874328010</td>
<td>1</td>
<td>14.80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27</td>
<td></td>
<td># ***** ADD-ONS *****</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td></td>
<td># Sublt Hazardous waste removal</td>
<td></td>
<td>1</td>
<td>5.00</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td></td>
<td># Repl Cover car</td>
<td></td>
<td>1</td>
<td></td>
<td>0.3</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td></td>
<td># Color tint / color match</td>
<td></td>
<td>1</td>
<td></td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td></td>
<td># Repl Corrosion protection</td>
<td></td>
<td>1</td>
<td>10.00</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td></td>
<td># Repl Seam sealer/caulking</td>
<td></td>
<td>14</td>
<td>70.00</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Note: 12 feet at $5.00 a foot.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33</td>
<td></td>
<td># Sublt Towing</td>
<td></td>
<td>1</td>
<td>64.35</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Note: Always Towing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34</td>
<td></td>
<td># <strong>ESTIMATE ONLY</strong></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td></td>
<td># Repairs may require additional</td>
<td></td>
<td>1</td>
<td></td>
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<td></td>
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</table>
Customer: Vculek, Jason

2015 TOYOE Sienna XLE FWD w/8-Passenger Seating 4D VAN 6-3.5L Gasoline Sequential MPI White

<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>#</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Vehicle is equipped with blind spot monitors</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>#</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Will require ADAS recalibration</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>S01 Repl LT Object sensor 8426008051</td>
<td>711.93</td>
</tr>
<tr>
<td></td>
<td>Note: Sensor damaged by bottom of front drivers side door getting pushed back into the drivers side sliding door.</td>
<td>0.3</td>
</tr>
</tbody>
</table>

VEHICLE DIAGNOSTICS

<table>
<thead>
<tr>
<th>Part</th>
<th>Description</th>
<th>Qty</th>
<th>Unit</th>
<th>Rate</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>S01 Repl Pre-repair scan</td>
<td>1</td>
<td>m</td>
<td>0.5 M</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>S01 Repl Post-repair scan</td>
<td>1</td>
<td>m</td>
<td>0.5 M</td>
<td></td>
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SUBTOTALS $1,992.33

ESTIMATE TOTALS

<table>
<thead>
<tr>
<th>Category</th>
<th>Basis</th>
<th>Rate</th>
<th>Cost $</th>
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</thead>
<tbody>
<tr>
<td>Parts</td>
<td>1,922.98</td>
<td></td>
<td>600.00</td>
</tr>
<tr>
<td>Body Labor</td>
<td>10.0 hrs @ 60.00/hr</td>
<td>588.00</td>
<td></td>
</tr>
<tr>
<td>Paint Labor</td>
<td>9.8 hrs @ 60.00/hr</td>
<td>588.00</td>
<td></td>
</tr>
<tr>
<td>Mechanical Labor</td>
<td>1.0 hrs @ 90.00/hr</td>
<td>90.00</td>
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</tr>
<tr>
<td>Paint Supplies</td>
<td>9.8 hrs @ 42.00/hr</td>
<td>411.60</td>
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</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td>69.35</td>
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</tr>
<tr>
<td>Subtotal</td>
<td></td>
<td>3,681.93</td>
<td>207.03</td>
</tr>
<tr>
<td>Sales Tax</td>
<td></td>
<td>$2,855.58 @ 7.2500%</td>
<td>207.03</td>
</tr>
<tr>
<td>Grand Total</td>
<td></td>
<td>3,888.96</td>
<td>0.00</td>
</tr>
<tr>
<td>Deductible</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUSTOMER PAY</td>
<td></td>
<td>0.00</td>
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<tr>
<td>INSURANCE PAY</td>
<td></td>
<td>3,888.96</td>
<td></td>
</tr>
</tbody>
</table>

5/10/2021 4:37:47 PM 076396 Page 4
### RENTAL AGREEMENT NUMBER 710137256

**Customer Name:** VUCLEN KAVALE  
**Driver Lic Number:** 8681609218  
**Avis Worldwide Disc #:** EX1 CORPORATE  
**Methods of Payment:** VISA  EX3248

**RESERVATION NUMBER** 02543556-US-1  
**Avis Car Number:** 94640125  
**Plate Number:** IL DH51990  
**Veh Description:** SIL JEEP COMPASS 4WD  
**Odometer Out:** 22602  
**Fuel Gauge Reading:** Full | 13.5gal

**Pickup Date/Time:** MAY 02, 2021 12:15 PM  
**Pickup Location:** 2745 S STREET  
**Return Date/Time:** MAY 07, 2021 12:00 PM  
**Return Location:** 2745 S STREET

---

**YOUR ESTIMATED VEHICLE CHARGES**

<table>
<thead>
<tr>
<th>MIN</th>
<th>DAY</th>
<th>MAX</th>
<th>3000 DAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>$60</td>
<td>16.34</td>
<td>$60</td>
<td>16.34</td>
</tr>
<tr>
<td>$30</td>
<td>16.94</td>
<td>$60</td>
<td>16.94</td>
</tr>
<tr>
<td>$60</td>
<td>16.80</td>
<td>$60</td>
<td>16.80</td>
</tr>
</tbody>
</table>

**Your Estimated Time & Mileage:** Unlimited

<table>
<thead>
<tr>
<th>CITY SURCHARGE &amp; 4.00</th>
<th>+</th>
<th>4.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Subtotal Charges:</td>
<td>+</td>
<td>168.00</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>7.250%</td>
<td>11.22</td>
</tr>
<tr>
<td># 5.75% STATE FEE</td>
<td>+</td>
<td>6.99</td>
</tr>
<tr>
<td>OUR ESTIMATED TOTAL CHARGES</td>
<td>+</td>
<td>174.87</td>
</tr>
</tbody>
</table>

---

---NOTICES---AVIS---NOTICES---

I AGREE TO: BE CONTACTED ABOUT THE RENTAL BY CALLS OR TEXTS AT THE PHONE NUMBER(S) PROVIDED; AVIS'S COLLECTION AND USE OF VEHICLE DATA (INCLUDING DIAGNOSTIC, LOCATION, DAMAGE, PERFORMANCE & OPERATIONAL DATA LIKE MILEAGE, FUEL, CONDITION & OTHER DATA RELATED TO THE VEHICLE & ITS USE) PER OUR PRIVACY NOTICE AT WWW.AVIS.COM/PRIVACY; AND MANUFACTURERS' COLLECTION AND USE OF DATA FROM THE RENTAL VEHICLE PER THEIR PRIVACY NOTICE.

Loss Damage Waiver is optional. An added daily cost of 30.99 covers your responsibility for damage to our car. Check with your insurer as this may be duplicative of your own car insurance. I agree the charges listed above are estimates. I agree to all terms herein and in the separate Rental Terms and Conditions document ("RTC"), including the arbitration/class action waiver provision. I understand the RTC will be provided to me prior to leaving the counter, but I can also request a copy to review at any time as well as review it at WWW.AVIS.COM/TERMS. No additional drivers allowed without prior written consent. Tickets, fines and admin fees to be charged to this rental. This vehicle was rented to you by ANDRA.