

# Report of Convictions for Year Ending December 2006

## Residents

	Under 20			20 to 24			25 to 34			35 TO 44			45 TO 54			55 TO 64			Over 64				
<b>OFFENSE:</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>M</b>	<b>F</b>	<b>U</b>	<b>TOTALS:</b>	
Agg Assault-MV	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Agg Gross Wght	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Agg OUI	0	0	0	5	1	0	24	2	0	19	4	0	21	3	0	5	0	0	0	1	0	0	85
All Illeg Op MV	15	10	2	29	17	0	24	21	0	14	19	1	13	10	1	7	1	1	1	1	0	0	187
Criminal Speed	81	16	2	127	25	6	94	18	3	38	12	1	19	6	0	1	2	0	1	0	0	0	452
Crossover Viol	5	2	0	19	1	32	34	11	1	34	24	0	37	11	0	14	6	0	9	4	0	0	226
Cs Op Ovr 70/60	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
Def Brake Adj	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Disp Susp Lic	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Dr to Endanger	88	18	2	225	48	7	175	54	1	114	57	1	90	37	1	42	8	0	12	1	0	0	981
Dr Wrong Way	5	2	0	16	6	0	11	10	0	15	4	0	12	2	0	5	2	0	3	3	0	0	96
DUI Liquor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Eluding Pol Off	5	1	1	24	1	0	24	1	0	11	2	0	5	0	1	1	0	0	0	0	0	0	77
Enter Limit Access	2	0	0	3	1	0	6	1	0	3	0	0	3	1	0	5	1	0	1	0	0	0	27
Ev Reg Fees/Tax	1	0	0	8	2	2	14	6	1	9	3	1	3	1	1	2	0	0	1	0	0	0	55
Ex Ov Height	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Ex Reg Weight	0	0	0	3	0	0	10	0	0	10	0	0	6	0	0	9	0	0	1	0	0	0	39
Ex Sd Sys Noise	8	0	0	8	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
Ex Veh Weight	0	0	0	1	0	0	5	0	1	16	0	2	11	0	0	13	0	0	3	1	0	0	53

<b>Excess Noise</b>	259	21	1	287	17	2	166	14	1	60	5	0	20	3	0	5	0	0	0	0	0	<b>861</b>
<b>Fail Dim H/L</b>	3	1	0	3	0	0	5	0	0	4	1	1	1	1	0	3	0	0	1	0	0	<b>24</b>
<b>Fail Keep Rite</b>	6	4	0	10	2	0	8	0	1	6	5	0	3	3	0	1	0	0	2	1	0	<b>52</b>
<b>Fail Pro Ev Ins</b>	169	84	9	776	444	21	975	535	17	556	310	13	270	124	6	72	27	4	19	5	0	<b>4436</b>
<b>Fail Rpt Accd</b>	22	10	1	75	14	2	65	18	2	46	13	1	27	7	0	12	3	0	1	0	0	<b>319</b>
<b>Fail Rtrn Right</b>	4	1	0	5	2	0	3	1	0	2	1	0	0	0	0	1	0	0	0	0	0	<b>20</b>
<b>Fail Signal</b>	8	2	1	27	5	0	26	5	0	18	11	0	10	2	0	14	3	0	2	1	0	<b>135</b>
<b>Fail Yld Em Veh</b>	0	0	0	1	0	0	4	1	0	0	0	0	1	1	0	1	0	0	0	0	0	<b>9</b>
<b>Fail Yld Pedstr</b>	9	5	0	13	12	1	13	9	2	11	13	0	11	9	0	6	7	0	8	3	0	<b>132</b>
<b>Fail Yld Sign</b>	4	1	0	2	3	0	4	0	0	5	3	0	2	2	0	0	0	0	2	2	0	<b>30</b>
<b>False Info to PO</b>	3	2	1	12	7	0	26	12	1	15	4	0	0	0	0	2	0	0	0	0	0	<b>85</b>
<b>Fl Ap Res Li 30</b>	2	1	4	11	14	5	20	13	3	13	9	2	5	3	4	4	0	0	0	0	0	<b>113</b>
<b>Fl Cmply W/IRP</b>	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>Fl Dis Flgs/Flr</b>	0	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	<b>5</b>
<b>Fl Dis Vld I/S</b>	638	177	16	2498	1044	28	3694	1735	37	2494	1207	28	1539	629	18	616	263	5	157	61	6	<b>16890</b>
<b>Fl Dis Vld R/P</b>	27	3	0	89	22	1	78	17	0	50	11	1	26	6	0	9	1	0	4	0	0	<b>345</b>
<b>Fl Dsp F/U Dcal</b>	0	0	0	0	0	0	1	0	0	3	0	0	3	0	0	3	0	0	0	0	0	<b>10</b>
<b>Fl Flg/Lt Ex Ld</b>	0	0	0	0	0	0	4	0	0	6	0	0	1	0	0	0	0	0	0	0	0	<b>11</b>
<b>Fl Ins Bond</b>	2	0	0	4	2	0	8	1	0	5	4	0	1	0	0	0	1	0	0	0	0	<b>28</b>
<b>Fl Obey RR Xing</b>	0	0	0	2	0	0	4	0	0	1	2	0	0	0	0	2	0	0	0	0	0	<b>11</b>
<b>Fl Obey Stp Sgn</b>	190	92	4	296	126	3	290	128	6	189	138	2	163	89	4	61	35	1	22	9	1	<b>1849</b>
<b>Fl Pr V/R Dman</b>	12	5	1	27	11	0	22	12	2	10	10	2	8	1	0	0	0	0	0	0	0	<b>123</b>
<b>Fl Prod Opr Li</b>	48	17	0	79	26	3	74	33	4	47	11	1	12	2	0	4	3	0	0	2	0	<b>366</b>
<b>Fl Pror R/C</b>	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	<b>3</b>
<b>Fl Remove I/S Stick</b>	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0	<b>4</b>



<b>Inad Tail Lit</b>	7	4	0	18	3	0	23	3	0	26	1	0	12	1	0	11	0	0	3	0	0	<b>112</b>
<b>Inad/Fire Ext</b>	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	<b>2</b>
<b>Inade Brakes</b>	1	0	0	8	0	2	16	0	0	16	1	0	17	1	1	10	0	0	5	0	0	<b>78</b>
<b>Inade Mirror</b>	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	<b>6</b>
<b>Inade Plate Lit</b>	0	0	0	6	3	0	2	0	0	1	0	0	3	0	0	0	0	0	0	0	0	<b>15</b>
<b>Inade Safety Chain</b>	0	0	0	4	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	0	0	<b>10</b>
<b>Inade Susp</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>Inade Tires</b>	48	3	0	51	10	0	53	6	0	30	9	1	13	2	0	7	1	0	0	0	0	<b>234</b>
<b>Inop Lights</b>	7	2	0	15	1	0	8	2	0	7	0	0	2	1	0	1	0	0	0	0	0	<b>46</b>
<b>Lane Conv</b>	15	3	0	35	9	1	27	6	1	31	14	0	25	15	0	13	7	0	2	1	0	<b>205</b>
<b>Littering</b>	12	5	1	27	11	0	25	10	2	9	7	0	14	4	0	12	1	0	0	0	0	<b>140</b>
<b>Log Not Current</b>	0	0	0	3	0	0	16	2	0	24	0	1	18	0	2	11	0	1	3	0	0	<b>81</b>
<b>Lv Scene Acc BI</b>	4	0	0	17	4	0	8	3	1	16	5	1	4	1	0	2	0	0	3	1	0	<b>70</b>
<b>Lv Scene Acc PD</b>	30	13	1	60	23	3	90	31	1	53	12	2	37	9	0	13	4	0	3	1	0	<b>386</b>
<b>Lv Sta MV on HW</b>	1	0	0	6	0	0	6	0	0	1	2	0	1	1	0	0	0	0	0	0	0	<b>18</b>
<b>Manslaughter</b>	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>4</b>
<b>MC Wheel Off Rd</b>	14	0	0	43	0	0	32	0	0	3	0	0	0	0	0	0	0	0	0	0	0	<b>92</b>
<b>Mis Disable Placard</b>	1	1	0	1	1	0	4	2	0	3	2	0	1	2	0	2	1	0	1	0	0	<b>22</b>
<b>Misuse Temp Plate</b>	4	4	0	17	11	0	23	13	0	11	7	0	2	3	0	3	0	0	1	0	0	<b>99</b>
<b>OAR</b>	5	1	0	85	12	0	190	28	0	160	14	1	77	5	0	7	0	0	5	0	0	<b>590</b>
<b>OAS CR</b>	205	78	7	1000	355	11	1181	400	30	674	228	18	310	96	5	90	28	1	23	3	0	<b>4743</b>
<b>OAS OUI</b>	24	4	0	93	24	1	81	27	1	46	25	2	56	10	1	6	0	0	5	0	0	<b>406</b>
<b>Op Aft Withdrwl</b>	0	0	0	0	0	0	2	0	0	8	0	0	6	0	0	2	0	0	0	0	0	<b>18</b>
<b>Op Bey Rd Res</b>	0	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	1	0	0	<b>10</b>
<b>Op Beyond Res</b>	25	16	1	55	17	0	33	8	1	36	8	0	24	4	0	3	1	0	3	1	0	<b>236</b>

<b>Op Def Exhaust</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	<b>1</b>
<b>Op Def M/V</b>	36	3	0	51	6	0	53	7	0	35	8	0	24	5	0	9	3	0	2	1	0	<b>243</b>
<b>Op Exp License</b>	5	6	0	36	17	0	23	15	0	31	17	0	21	11	0	3	1	0	3	1	0	<b>190</b>
<b>Op Flsg Dty Sta</b>	0	0	0	0	0	0	6	0	0	14	0	0	10	1	0	8	0	0	1	0	0	<b>40</b>
<b>Op Inop Bkwy Dv</b>	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>Op M/C Bey Res</b>	18	1	0	46	0	0	15	2	0	5	0	0	4	1	0	1	0	0	0	0	0	<b>93</b>
<b>Op M/C W/O Lit</b>	3	0	2	2	0	0	4	0	0	1	0	0	2	0	0	0	0	0	0	0	0	<b>14</b>
<b>Op M/C W/O Reg</b>	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	<b>2</b>
<b>Op M/C W/O V/L</b>	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>Op M/V Ob View</b>	4	0	0	12	3	0	4	2	0	7	0	0	5	1	0	2	0	0	0	0	0	<b>40</b>
<b>Op MV Ovr 10 HR</b>	0	0	0	0	0	0	3	0	0	6	0	0	14	0	0	6	0	0	0	0	0	<b>29</b>
<b>Op MV WO 7 Prev</b>	0	0	0	0	0	0	2	0	0	9	0	0	7	0	0	2	0	0	1	0	0	<b>21</b>
<b>Op OV Hgt Res</b>	1	0	0	0	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	<b>8</b>
<b>Op OV Lght Res</b>	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	<b>2</b>
<b>OP OV Lmt P/R</b>	5	0	0	1	1	0	1	3	0	4	0	0	5	0	0	5	0	0	0	0	0	<b>25</b>
<b>Op OV Width</b>	0	0	0	3	0	0	2	0	0	4	0	0	2	0	0	3	0	0	1	1	0	<b>16</b>
<b>Op OVR Pstd Wt</b>	0	0	0	2	0	0	4	1	0	6	0	1	4	0	0	4	0	0	0	0	0	<b>22</b>
<b>Op Unq Drvr</b>	0	0	0	0	0	0	1	0	1	3	1	0	6	0	0	1	0	0	0	0	0	<b>13</b>
<b>Op Unsafe M/V</b>	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	<b>4</b>
<b>Op Veh 1916 Req</b>	1	0	0	11	1	0	8	1	0	2	1	0	2	0	0	0	0	0	0	0	0	<b>27</b>
<b>Op W/Impro Lic</b>	0	0	0	8	0	0	4	0	0	4	0	0	3	1	0	1	0	0	0	0	0	<b>21</b>
<b>Op W/O Auth Lic</b>	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	2	0	0	0	0	0	<b>6</b>
<b>Op W/O Brakes Axles</b>	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	<b>2</b>
<b>Op W/O Cor-Lens</b>	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	<b>4</b>
<b>Op W/O Duty Sta</b>	0	0	0	3	0	0	5	0	0	7	1	0	9	0	0	2	0	0	0	0	0	<b>27</b>

<b>Op W/O Lights</b>	9	5	0	16	5	0	15	6	0	11	4	1	8	3	0	7	2	0	0	2	0	<b>94</b>
<b>Op W/O Med Cert</b>	1	0	0	1	0	0	10	0	0	6	0	1	5	0	0	5	0	0	0	0	0	<b>29</b>
<b>Op W/O Vld Stk</b>	1	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	<b>4</b>
<b>Op W/Susp Reg</b>	24	26	2	268	168	10	420	204	6	228	130	5	102	56	2	17	8	1	3	0	0	<b>1680</b>
<b>Opaque Window</b>	0	0	0	8	2	0	9	2	0	3	1	0	0	1	0	0	0	0	0	0	0	<b>26</b>
<b>Opr Alcoh P-W</b>	1	1	0	13	2	0	8	1	0	20	2	0	12	2	0	7	0	0	3	0	0	<b>72</b>
<b>Opr Left Curve</b>	7	1	0	5	1	1	8	3	1	2	0	0	3	2	0	1	0	0	0	0	0	<b>35</b>
<b>Opr Poss Alcoh</b>	10	2	0	46	15	3	40	8	1	30	15	0	32	3	0	12	1	0	5	0	0	<b>223</b>
<b>Opr Unreg MV</b>	133	71	4	550	297	12	793	475	11	519	349	7	356	261	8	195	95	1	52	29	1	<b>4219</b>
<b>Oth Impropr Pass</b>	63	13	1	72	22	5	72	25	1	58	18	2	57	10	0	32	6	0	15	6	0	<b>478</b>
<b>Oth Mov Viol</b>	12	1	0	55	14	0	61	16	0	26	10	1	8	3	0	10	3	0	1	1	0	<b>222</b>
<b>Oth Viol</b>	20	5	4	26	12	2	33	14	0	40	9	1	21	6	2	11	2	0	6	2	0	<b>216</b>
<b>OUI Liquor</b>	183	55	10	922	259	25	1082	351	29	926	333	31	700	239	8	253	49	2	71	17	3	<b>5548</b>
<b>OWL</b>	223	88	81	254	90	43	213	85	44	164	52	34	82	28	7	35	5	2	9	3	0	<b>1542</b>
<b>OWL MC</b>	2	0	0	5	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	<b>11</b>
<b>Own Pass St Bus</b>	0	2	0	7	2	0	3	6	0	5	7	0	4	2	0	5	1	0	3	0	0	<b>47</b>
<b>Park On Hwy</b>	0	0	0	3	1	0	1	0	0	2	3	0	2	0	0	0	0	0	1	0	0	<b>13</b>
<b>Park Rest Area</b>	0	0	0	2	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	<b>7</b>
<b>Pass On Right</b>	3	2	0	4	5	1	9	1	0	5	4	0	2	2	0	4	1	0	3	1	0	<b>47</b>
<b>Pass Road Block</b>	1	0	1	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>8</b>
<b>Pass Stp Sch Bs</b>	20	10	0	8	8	0	11	8	0	3	7	0	3	7	1	4	1	0	4	3	0	<b>98</b>
<b>Ped Obey Signal</b>	5	3	3	6	0	0	1	1	0	1	0	0	0	1	1	1	0	0	0	0	0	<b>23</b>
<b>Ped On Access</b>	0	1	0	4	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	<b>9</b>
<b>Ped On Tpk</b>	0	0	0	2	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	<b>6</b>
<b>Pk 6000 Reg Aut</b>	1	0	0	9	0	0	14	2	0	17	2	0	22	0	0	4	0	0	0	0	0	<b>71</b>

<b>Poss Valid Lic</b>	1	0	0	2	0	0	1	2	0	2	1	1	0	0	0	0	0	0	0	0	0	10
<b>Pr Una Prs Dri</b>	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Psg Cons Alcoh</b>	2	3	0	14	2	0	15	4	1	10	1	0	3	0	0	2	1	0	0	0	0	58
<b>Psg Poss Alcoh</b>	5	3	0	17	9	1	12	6	1	19	3	0	6	3	0	2	0	0	1	0	0	88
<b>Reckless Con-MV</b>	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Red Lite Viol</b>	5	7	0	17	7	1	13	8	0	19	12	0	14	11	0	8	8	0	6	1	0	137
<b>Ref Sign Utt</b>	0	0	0	3	0	0	5	0	0	8	1	0	6	2	0	0	0	0	0	0	0	25
<b>Seat Belt Viol</b>	594	225	12	1297	629	23	1710	697	32	1149	503	13	799	333	8	376	142	4	189	71	2	8808
<b>Speed Under 15</b>	925	662	16	1803	1318	88	2371	1618	54	2103	1406	30	1495	1033	22	847	496	8	316	134	6	16751
<b>Speeding 15-29</b>	2607	1543	54	4976	3173	226	5875	3507	160	4260	2601	81	3014	1869	40	1546	937	14	591	246	15	37335
<b>Speeding 30+</b>	39	9	1	36	8	2	32	7	1	14	3	1	11	3	0	7	0	0	0	0	0	174
<b>Stop On Trnpk</b>	2	0	0	8	6	0	6	2	0	7	2	0	8	3	0	4	1	0	1	1	0	51
<b>Tow Unreg Tlr</b>	0	0	0	6	0	0	16	1	0	34	2	0	14	1	0	12	0	0	3	0	0	89
<b>Tow W/O S-Chan</b>	2	0	0	1	0	0	3	1	0	0	0	0	6	0	0	0	0	0	0	0	0	13
<b>Tw OW TI WO Prm</b>	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Unlawf Use D/L</b>	25	4	0	69	19	5	54	11	2	35	7	0	12	3	0	2	0	0	0	0	0	248
<b>Unsecure Load</b>	1	0	0	6	0	0	8	0	0	20	0	0	26	1	0	14	0	0	5	0	0	81
<b>Veh Equip</b>	11	0	0	18	0	0	13	0	0	4	1	0	1	0	0	0	0	0	0	0	0	48
<b>Veh Equip Blue Light</b>	8	0	0	7	0	0	2	0	0	3	0	0	0	0	0	1	0	0	0	0	0	21
<b>Vio Inst Permit</b>	30	25	0	14	7	0	6	7	0	3	2	0	1	0	0	1	0	0	0	0	0	96
<b>Viol Interm</b>	567	229	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	802
<b>Sub-Totals</b>	<b>8,295</b>	<b>3,863</b>	<b>265</b>	<b>18,160</b>	<b>8,919</b>	<b>595</b>	<b>21,845</b>	<b>10,660</b>	<b>488</b>	<b>15,587</b>	<b>8,042</b>	<b>308</b>	<b>10,424</b>	<b>5,198</b>	<b>149</b>	<b>4,812</b>	<b>2,262</b>	<b>50</b>	<b>1,707</b>	<b>659</b>	<b>37</b>	<b>122,325</b>
<b>Totals</b>	<b>12,423</b>			<b>27,674</b>			<b>32,993</b>			<b>23,937</b>			<b>15,771</b>			<b>7,124</b>			<b>2,403</b>			









<b>FT OBEY TC DVC</b>	0	0	4	0	0	8	1	1	12	1	0	6	3	0	4	2	0	1	0	1	2	<b>46</b>
<b>ILL ATH PLATES</b>	1	0	4	1	1	6	3	0	8	1	1	6	1	1	3	2	0	1	0	0	0	<b>40</b>
<b>ILL RIGHT TURN</b>	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>ILL TRAN DRUGS</b>	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>ILL TRAN LIQUOR</b>	1	0	16	4	2	16	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	<b>45</b>
<b>IMPROPER COURSE</b>	0	0	0	0	0	0	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	<b>7</b>
<b>IMPROPER PASS</b>	0	0	0	0	0	0	0	0	0	1	0	0	2	0	1	0	0	0	0	0	0	<b>4</b>
<b>IMPROPER TURN</b>	0	0	0	0	0	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	<b>5</b>
<b>IMPRUDENT SPEED</b>	3	0	5	1	1	15	1	0	12	0	0	14	3	0	11	2	1	7	0	0	2	<b>78</b>
<b>INAD EXH SYS</b>	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>INAD OR DEF EQ</b>	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	2	0	0	0	<b>6</b>
<b>INAD TAIL LIT</b>	0	0	0	0	0	1	1	0	3	0	0	2	1	0	1	0	0	0	0	0	0	<b>9</b>
<b>INADE BRAKES</b>	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	1	<b>5</b>
<b>INADE MIRROR</b>	0	0	0	0	0	0	0	0	1	0	0	4	0	0	1	0	0	0	0	0	0	<b>6</b>

<b>INADE PLATE LIT</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>INADE TIRES</b>	0	0	0	1	0	1	0	0	2	1	0	4	1	0	2	0	0	2	0	0	0	<b>14</b>
<b>INOP LIGHTS</b>	1	0	0	1	0	1	0	0	1	0	0	2	1	0	2	0	0	1	0	0	0	<b>10</b>
<b>LANE CONV</b>	0	0	2	1	0	8	2	0	12	5	0	17	1	0	10	0	0	8	0	0	2	<b>68</b>
<b>LITTERING</b>	0	0	2	0	0	3	0	0	6	1	0	2	1	0	2	0	1	0	0	0	0	<b>18</b>
<b>LOG NOT CURRENT</b>	0	0	0	0	0	6	4	0	79	11	0	93	22	0	81	15	0	53	3	0	4	<b>371</b>
<b>LV SCENE ACC BI</b>	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<b>3</b>
<b>LV SCENE ACC PD</b>	0	0	0	0	0	6	2	0	4	1	0	2	1	0	4	0	0	1	0	0	0	<b>21</b>
<b>MC WHEEL OFF RD</b>	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<b>3</b>
<b>MIS DISABLE PLACARD</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	<b>1</b>
<b>MISUSE TEMP PLATE</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	<b>1</b>
<b>OAR</b>	0	0	0	2	0	0	1	0	0	2	0	1	0	0	0	0	1	0	0	0	0	<b>7</b>
<b>OAS CR</b>	2	1	3	11	3	8	24	4	23	19	2	12	16	4	8	5	2	2	1	0	0	<b>150</b>
<b>OAS OUI</b>	0	0	0	0	0	0	1	0	3	3	1	0	1	0	0	1	0	0	0	0	0	<b>10</b>
<b>OP AFT WITHDRWL</b>	0	0	0	0	0	1	2	0	16	5	0	23	3	0	16	2	0	6	0	0	4	<b>78</b>
<b>OP BEY RD RES</b>	0	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	0	2	0	0	0	<b>6</b>
<b>OP BEYOND RES</b>	1	0	1	1	0	3	1	0	1	1	0	4	0	0	2	0	0	1	0	0	0	<b>16</b>

<b>OP COM VEH OOS</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	<b>2</b>
<b>OP DEF M/V</b>	0	0	0	0	0	1	0	0	1	4	0	1	0	0	0	0	0	0	0	0	0	1	<b>8</b>
<b>OP EXP LICENSE</b>	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>OP FLSG DTY STA</b>	0	0	0	0	0	8	1	0	97	13	0	145	11	0	153	8	0	62	3	0	15	<b>516</b>	
<b>OP INOP BKWY DV</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	<b>2</b>	
<b>OP M/C W/O LIT</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>	
<b>OP M/V OB VIEW</b>	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>	
<b>OP MV OVR 10 HR</b>	0	0	0	0	0	4	5	0	21	2	0	25	7	0	32	4	0	20	1	0	6	<b>127</b>	
<b>OP MV WO 7 PREV</b>	0	0	0	1	0	3	0	0	25	2	0	26	5	0	14	1	0	9	0	0	0	<b>86</b>	
<b>OP OV HGT RES</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	<b>3</b>	
<b>OP OV LMT P/R</b>	0	0	0	0	0	0	1	0	1	0	0	3	0	0	1	0	0	0	0	0	0	<b>6</b>	
<b>OP OV WIDTH</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>	
<b>OP OVER 15 HR</b>	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	<b>3</b>	
<b>OP OVR PSTD WT</b>	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	<b>4</b>	
<b>OP UNQ DRVR</b>	0	0	0	0	0	0	1	0	5	1	0	19	4	0	11	2	0	5	0	0	0	<b>48</b>	

<b>OP UNSAFE M/V</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>OP VEH 1916 REQ</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	<b>1</b>
<b>OP W/IMPRO LIC</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>OP W/O AUTH LIC</b>	0	0	0	0	0	0	0	0	3	1	0	4	3	0	2	1	0	2	0	0	0	0	<b>16</b>
<b>OP W/O DUTY STA</b>	0	0	0	0	0	2	0	0	14	5	0	28	6	0	15	1	0	6	0	0	1	0	<b>78</b>
<b>OP W/O ID DEVIC</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	<b>3</b>
<b>OP W/O LIGHTS</b>	0	0	0	1	0	3	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	<b>7</b>
<b>OP W/O MED CERT</b>	0	0	0	0	0	2	0	0	10	1	0	10	4	0	9	1	0	5	0	0	0	0	<b>42</b>
<b>OP W/O VLD STK</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	<b>1</b>
<b>OP W/SUSP REG</b>	1	0	0	2	0	2	1	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	<b>12</b>
<b>OPR ALCOH P-W</b>	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	<b>3</b>
<b>OPR LEFT CURVE</b>	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	<b>3</b>
<b>OPR POSS ALCOH</b>	0	0	2	0	0	1	0	0	1	0	0	3	1	0	4	0	0	0	0	0	0	0	<b>12</b>
<b>OPR UNREG MV</b>	3	0	5	5	2	11	7	4	15	7	1	6	2	0	4	4	0	3	1	0	1	0	<b>81</b>

<b>OTH IMPROP PASS</b>	1	1	1	2	0	5	1	0	8	2	0	6	3	1	9	6	0	11	0	0	5	<b>62</b>
<b>OTH MOV VIOL</b>	0	0	1	0	0	1	0	1	3	1	0	1	1	0	0	0	0	2	0	0	1	<b>12</b>
<b>OTH VIOL</b>	1	0	1	0	2	4	3	0	14	3	0	25	8	0	26	2	0	11	2	0	0	<b>102</b>
<b>OUI LIQUOR</b>	2	0	6	23	4	48	48	7	61	55	7	62	38	5	46	16	2	13	2	0	4	<b>449</b>
<b>OWL</b>	5	3	34	6	1	66	28	2	67	16	2	40	19	2	21	4	0	3	1	2	1	<b>323</b>
<b>OWL MC</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>OWN PASS ST BUS</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	<b>2</b>
<b>PARK ON HWY</b>	0	0	1	0	0	0	0	0	2	0	0	2	1	0	2	0	0	1	0	0	1	<b>10</b>
<b>PARK REST AREA</b>	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>PASS CURVE HILL</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	<b>1</b>
<b>PASS ON RIGHT</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	<b>6</b>
<b>PASS STP SCH BS</b>	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	<b>2</b>
<b>PED OBEY SIGNAL</b>	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>PED ON ACCESS</b>	0	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	<b>4</b>
<b>PED ON TPK</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	<b>2</b>
<b>PK 6000 REG AUT</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	<b>1</b>





<b>SUB-TOTALS</b>	69	12	665	216	71	2,066	346	94	2,798	625	111	2,712	648	118	2,147	381	60	1,272	146	28	404	14,989
<b>TOTALS</b>	746		2,353			3,238			3,448			2,913			1,713			578				