



STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591971

REPORT NO. E356180

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FROM 10 37 33
FROM 10 34
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INTERSTATE <input type="checkbox"/>	CITY STREET <input type="checkbox"/>	FIRE RESULTED <input type="checkbox"/>
STATE ROUTE <input checked="" type="checkbox"/>	OTHER <input type="checkbox"/>	STOLEN VEHICLE <input type="checkbox"/>
COUNTY RD <input type="checkbox"/>	PRIVATE WAY <input type="checkbox"/>	HIT & RUN INVOLVED <input type="checkbox"/>

CASE #	DD14-18408
LOCAL AGENCY CODING	
TOTAL # OF UNITS	2
OBJECT STRUCK	Guardrail

TRIBAL RESERVATION				
M M D D Y Y Y Y	TIME (2400)	COUNTY #	MILES	CITY #
DATE OF COLLISION	9 - 12 - 2014	2251	31	0420
N S	E W	IN OF		

ON (PRIMARY TRAFFIC WAY)	INTERSECTION <input type="checkbox"/>	NON-INTERSECTION <input checked="" type="checkbox"/>
WESTBOUND SR 526	BLOCK NO.	3900SW
	MILE POST	
DISTANCE	OF (REFERENCE OR CROSS STREET)	
MILES	FEET	
N S	E W	

UNIT 01	MOTOR VEHICLE <input checked="" type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	DAMAGE THRESHOLD MET YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	PHONE
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LAST NAME	FIRST NAME	MIDDLE INITIAL	E
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STREET NEW ADDRESS	
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CITY	COUPEVILLE	ST	WA	ZIP
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CDL	RESTRICTIONS	ENDORSEMENTS
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DRIVER'S LICENSE #	STATE	WA	SEX	M	D.O.B.	M.M.DDYY
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG	4	RESTR.	4	EJECT	1	HELMET USE		INJURY CLASS	7	NATURE OF INJURIES	LEFT SIDE PAIN
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LICENSE PLATE #	STATE	WA	VIN#
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TRAILER PLATE #	STATE	TRAILER PLATE #	STATE
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VEH. YEAR	2011	MAKE	BMW	MODEL	M3	STYLE	SD	VEHICLE TOWED YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	TOWED BY	AMERICAN	GOVT. VEHICLE YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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LIABILITY INSURANCE IN EFFECT <input type="checkbox"/>	INSURANCE CO & POLICY #	VEHICLE LEGIT STANDING YES <input type="checkbox"/> NO <input type="checkbox"/>	CITATION #	4Z0883652	CHARGE	NEGLIGENCE DRIVING 2ND DEGREE
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UNIT 02	MOTOR VEHICLE <input type="checkbox"/>	PEDAL-CYCLE <input type="checkbox"/>	PEDESTRIAN <input type="checkbox"/>	PROPERTY OWNER <input checked="" type="checkbox"/>	DAMAGE THRESHOLD MET YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	PHONE	(360) 705-7000
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LAST NAME	STATE OF WASHINGTON	FIRST NAME	WSDOT	MIDDLE INITIAL
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STREET NEW ADDRESS	310 MAPLE PARK AVENUE SE PO BOX 47300
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CITY	OLYMPIA	ST	WA	ZIP	98504
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CDL	RESTRICTIONS	ENDORSEMENTS
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DRIVER'S LICENSE #	STATE	SEX	D.O.B.	M.M.DDYY
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ON DUTY <input type="checkbox"/>	STATUS	AIRBAG	RESTR.	EJECT	HELMET USE	INJURY CLASS	NATURE OF INJURIES
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LICENSE PLATE #	STATE	VIN#
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TRAILER PLATE #	STATE	TRAILER PLATE #	STATE
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VEH. YEAR	MAKE	MODEL	STYLE	VEHICLE TOWED YES <input type="checkbox"/> NO <input type="checkbox"/>	TOWED BY	GOVT. VEHICLE YES <input type="checkbox"/> NO <input type="checkbox"/>
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REGISTERED OWNER INFO.	
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LIABILITY INSURANCE IN EFFECT <input type="checkbox"/>	INSURANCE CO & POLICY #	VEHICLE LEGIT STANDING YES <input type="checkbox"/> NO <input type="checkbox"/>	CITATION #	CHARGE
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OFFICER'S NAME (PRINT)	BADGE OR ID #	AGENCY
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TARARAN, A.	1380	PD EVERETT
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STATE OF WASHINGTON
POLICE TRAFFIC
COLLISION REPORT



1591972

CORRECTION

REPORT NO. **E356180**

CASE # DD14-18408

ADDITIONAL PERSONS INVOLVED (PASSENGERS AND/OR WITNESSES ONLY)

NAME (LAST, FIRST, MIDDLE INITIAL)		JORDAN, KEVIN J																
ADDRESS & PHONE # 6932 LOWER RIDGE RD APT B Everett, WA 98203 (425) 353-4974						SEX	M	D.O.B. MMDDYYYY	9	17	1963							
PASSENGER	<input type="checkbox"/>	WITNESS	<input checked="" type="checkbox"/>	UNIT #		SEAT POS.		AIRBAG		RESTR.		EJECT		HELMET USE		INJURY CLASS		NATURE OF INJURIES
NAME (LAST, FIRST, MIDDLE INITIAL)																		
ADDRESS & PHONE #						SEX		D.O.B. MMDDYYYY										
PASSENGER	<input type="checkbox"/>	WITNESS	<input type="checkbox"/>	UNIT #		SEAT POS.		AIRBAG		RESTR.		EJECT		HELMET USE		INJURY CLASS		NATURE OF INJURIES
NAME (LAST, FIRST, MIDDLE INITIAL)																		
ADDRESS & PHONE #						SEX		D.O.B. MMDDYYYY										
PASSENGER	<input type="checkbox"/>	WITNESS	<input type="checkbox"/>	UNIT #		SEAT POS.		AIRBAG		RESTR.		EJECT		HELMET USE		INJURY CLASS		NATURE OF INJURIES

DIAGRAM

Please see subsequent diagram page

INDICATE NORTH
BY ARROW



NARRATIVE

Please see subsequent narrative page(s)

I CERTIFY (DECLARE) UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT. (RCW 9A.72.085)

A. TARARAN		9/13/2014	
INVESTIGATING OFFICER'S SIGNATURE	UNIT OR DIST. DET	DATED	PLACE SIGNED
APPROVED BY	Fairchild, Kevin E 1128		DATE
BADGE OR ID #	1380	ORI #	WA0310300
TIME POLICE DISPATCHED	10:55 PM	TIME POLICE ARRIVED	11:00 PM

PART B 3000-345-100 R (7/05)

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UNDER 23 UNITED STATES CODE - SECTION 409, THIS DATA CANNOT BE USED IN DISCOVERY OR AS EVIDENCE AT TRIAL IN ANY ACTION FOR DAMAGES AGAINST THE WSDOT, OR ANY JURISDICTIONS INVOLVED IN THE DATA

Narrative

On 09/12/2014 at 2300 hours I investigated a collision which occurred in the 3900 SW of westbound (WB) SR 526, Everett WA 98204. The initial report was of a vehicle which had slid down an embankment with the driver trapped inside.

When I arrived on scene, Everett Fire Department already had the driver of Unit 1 (identified with a Boeing ID card as [REDACTED]) out of the vehicle. I observed a white BMW (Unit 1) which was facing westbound on it's side at the bottom of the embankment about 30 ft. from the road.

I spoke to [REDACTED] who related the following:

[REDACTED] said he had just turned out of Boeing and was westbound on SR 526 when he suddenly lost control, collided with the guardrail on the north side of the road, and rolled down the embankment.

[REDACTED] was transported to Providence hospital for complaint of pain to his left side.

I examined the scene and noted the following:

I noted crescent-shaped critical speed scuffs going from the left westbound lane to the guardrail on the north shoulder. I identified the scuffs as critical speed scuffs based on the scalloped edges. I observed the guardrail which had scrape marks on it and was broken from one of the wooden support posts. Lastly, I noted that the grass in the embankment leading to Unit 1 was crushed down. Unit 1 came to rest at the bottom of the embankment on it's driver's side facing westbound.

Sgt. Fairchild said he spoke to a witness, [REDACTED] who related the following:

[REDACTED] said he saw Unit 1 begin to slide and appeared to have driven over something and lost control. [REDACTED] left the scene before I could speak to him.

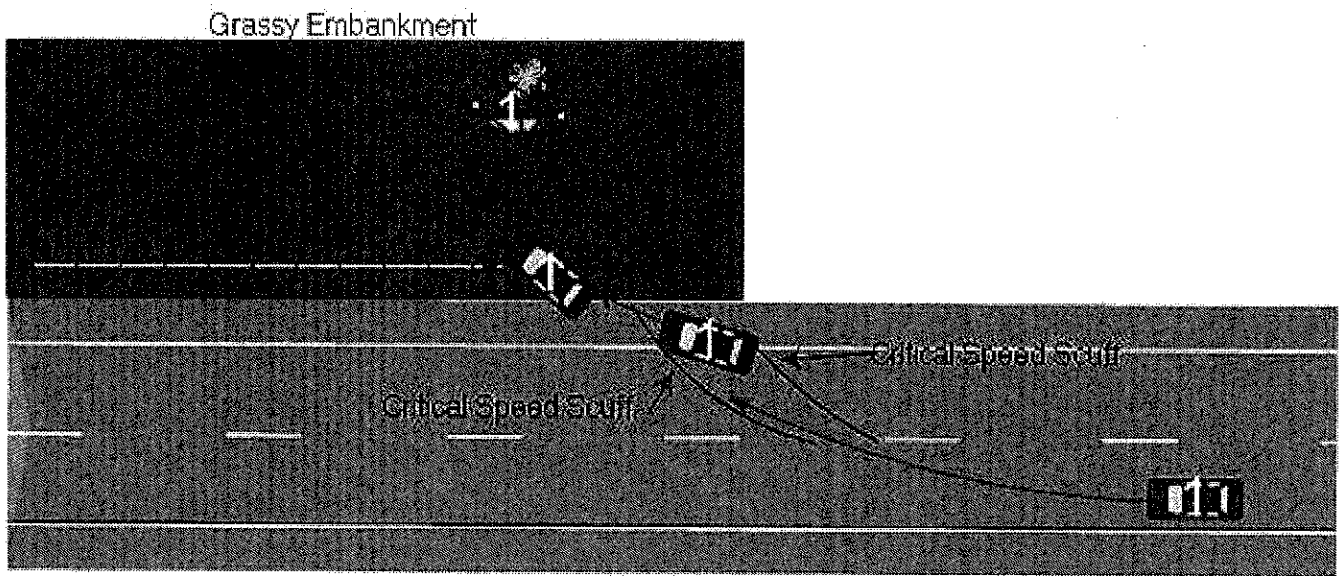
I examined the roadway and did not see anything on the roadway which would cause a vehicle to slide or lose control. I would like to note that I remained at the scene for over an hour while Unit 1 was pulled from the embankment. All traffic driving westbound on SR 526 was able to drive over the roadway without losing control. Based on the critical speed scuff marks, I believe that [REDACTED] rapidly accelerated in Unit 1, causing it to lose control.

Based on my investigation, I determined the following:

Unit 1 was westbound on SR 526 and rapidly accelerated causing it to lose control and go into a spin. The front driver's side corner of Unit 1 collided with the end of the guardrail, causing damage to the guardrail. Unit 1 was then pivoted to the north into the embankment where it rolled down and came to rest on it's driver's side.

Officer Mueller photographed the scene for me. I later downloaded the photographs to the Everett Police Digital Evidence Drive.

Due to the fact that [REDACTED] was transported to the hospital, he was unable to make a decision as to what to do for his vehicle. I had the vehicle impounded by American Towing.



3900 SW of Westbound SR 526

Not to Scale

