



Car crashes into guard rail along I-71 at Fulton Road exit



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SHARETHIS

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Posted: 11/24/2012

By: Cassandra Nist, newsnet5.com

CLEVELAND - An Amherst woman remains in critical condition after a car crash on I-71 and Fulton Saturday morning.

Cleveland Police said the accident happened around 8 a.m. on the West 25th Street entrance ramp to I-71 South.

A 2011 Ford Edge, driven by 36-year-old Amy Vitelli of Amherst, Ohio, had struck a guardrail that impaled the vehicle by going through a side air vent and exiting through the rear window.

The Cleveland Division of Fire responded to the crash. Amy Vitelli from the vehicle. Vitelli suffered severe

1 2

Large Photo

injuries to her left side and leg. Cleveland EMS transported her to MetroHealth Medical Center for treatment where she remains at this time.

Cleveland Police are still investigating the cause of the crash, however, the Ohio Department of Transportation (ODOT) crews on scene reported the crash was weather related.

ODOT District 12 will continue to have crews out throughout the evening into Sunday as needed, in Cuyahoga, Lake & Geauga Counties as a result of freezing temperatures and continued lake effect snow.

Nearly all roadways in our three-county area are wet, but icy spots can persist - particularly on bridges and overpasses. Nearly all roadways are running at or near typical speed, however conditions can change minute by minute and mile-by-mile - particularly with lake effect snow!

As always - ODOT's best advice: "In Ice & Snow... Take it Slow!"

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ENVELOPE

0% off

QUE GIFTS FOR

BIRTHDAY

wedding

ANNIVERSARY



Screen shots from video at the following link:

<http://www.newsnet5.com/news/local-news/investigations/cleveland-woman-nearly-impaled-by-guardrail-now-banned-by-state-highway-officials>







014490



TRAFFIC CRASH REPORT

| | | |
|----------------------|---|---------------------------------|
| LOCAL REPORT NUMBER* | CRASH SEVERITY | HIT/SKIP |
| 14490 | 2 1 - FATAL 2 - INJURY 3 - PDO | 1 1 - SOLVED 2 - UNSOLVED |

| | | | | | | |
|--|--|------------------|------------------------|------------------------------|-----------------|-----------------------------------|
| PHOTOS TAKEN <input checked="" type="checkbox"/> OH-2 <input checked="" type="checkbox"/> OH-1P <input type="checkbox"/> OH-3 <input type="checkbox"/> OTHER | PDO UNDER STATE REPORTABLE DOLLAR AMOUNT | PRIVATE PROPERTY | REPORTING AGENCY NCIC* | REPORTING AGENCY NAME* | NUMBER OF UNITS | UNIT IN ERROR |
| | | | CLP1010 | CLEVELAND DIVISION OF POLICE | 011 | 01 88 - ANIMAL 99 - UNKNOWN |

| | | | | | |
|---------|-----------|--------------------------|-------------|---------------|-------------|
| COUNTY* | CITY* | CITY, VILLAGE, TOWNSHIP* | CRASH DATE* | TIME OF CRASH | DAY OF WEEK |
| 18 | CLEVELAND | CLEVELAND | 11/24/2012 | 07:55 | Sat |

| | | | |
|-----------------------------|-----------|-----------------|-----------|
| DEGREES / MINUTES / SECONDS | LONGITUDE | DECIMAL DEGREES | LONGITUDE |
| 0 / 0 / 0 | 0 / 0 / 0 | 41.272203 | 81.424739 |

| | | | |
|---|--|----------------------|--|
| ROADWAY DIVISION | DIVIDED LANE DIRECTION OF TRAVEL | NUMBER OF THRU LANES | ROAD TYPE OR MILEPOST* |
| <input checked="" type="checkbox"/> DIVIDED <input type="checkbox"/> UNDIVIDED | S N - NORTHBOUND E - EASTBOUND S - SOUTHBOUND W - WESTBOUND | 01 | AL - ALLEY CR - CIRCLE HE - HEIGHTS MP - MILEPOST PL - PLACE ST - STREET WA - WAY AV - AVENUE CT - COURT HW - HIGHWAY PK - PARKWAY RD - ROAD TE - TERRACE BL - BOULEVARD DR - DRIVE LA - LANE PI - PIKE SQ - SQUARE TL - TRAIL |

| | | | | | |
|-----------------------|-----------------------|------------|--------------------|----------------------|--|
| LOCATION ROUTE TYPE 1 | LOCATION ROUTE NUMBER | LOC PREFIX | LOCATION ROAD NAME | LOCATION ROAD TYPE 2 | ROUTE TYPES |
| IR | 71 | | | | IR - INTERSTATE ROUTE (INC. TURNPIKE) US - US ROUTE SR - STATE ROUTE CR - NUMBERED COUNTY ROUTE TR - NUMBER TOWNSHIP ROUTE |

| | | | | | |
|-------------------------------|--------------|------------------------|------------|--|--------|
| DISTANCE FROM REFERENCE | DIR FROM REF | REFERENCE ROUTE NUMBER | REP PREFIX | REFERENCE NAME (ROAD, MILEPOST, HOUSE #) | TYPE 2 |
| 490 MILES FEET YARDS | W N, S, E, W | | | 245.6 | MP |

| | | | |
|--|---|--------------------------|--|
| REFERENCE POINT USED | CRASH LOCATION | INTERSECTION RELATED | LOCATION OF FIRST HARMFUL EVENT |
| 2 1 - INTERSECTION 2 - MILE POST 3 - HOUSE NUMBER | 07 01 - NOT AN INTERSECTION 02 - FOUR-WAY INTERSECTION 03 - T-INTERSECTION 04 - Y-INTERSECTION 05 - TRAFFIC CIRCLE/ROUNDBOUNT 06 - FIVE-POINT, OR MORE 07 - ON RAMP 08 - OFF RAMP 09 - CROSSOVER 10 - DRIVEWAY/ALLEY/ACCESS 11 - RAILWAY GRACE CROSSING 12 - SHARED-USE PATHS OR TRAILS 99 - UNKNOWN | <input type="checkbox"/> | 2 1 - ON ROADWAY 2 - ON SHOULDER 3 - IN MEDIAN 4 - ON ROADSIDE 5 - ON GORE 6 - OUTSIDE TRAFFICWAY 9 - UNKNOWN |

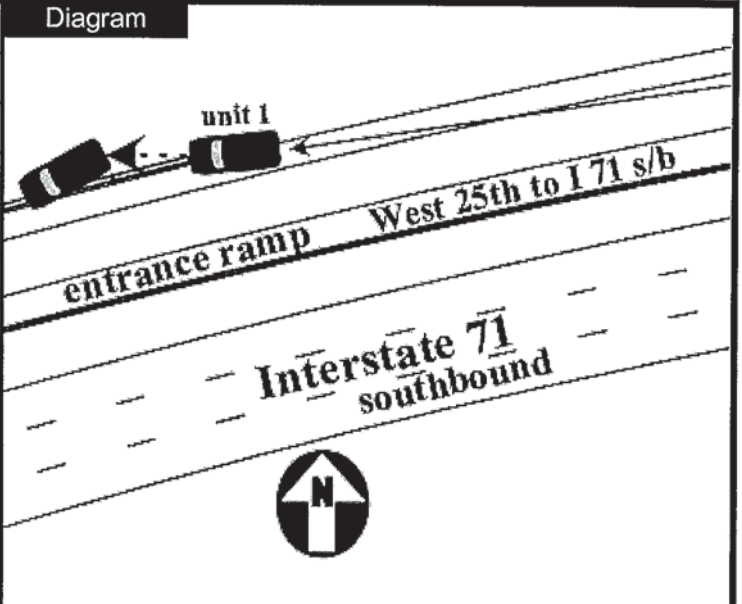
| | | | |
|--|----------------------------|---|---|
| ROAD CONTOUR | ROAD CONDITIONS | ROAD SURFACE | WEATHER |
| 4 1 - STRAIGHT LEVEL 2 - STRAIGHT GRADE 3 - CURVE LEVEL 4 - CURVE GRADE 9 - UNKNOWN | 01 PRIMARY SECONDARY | 2 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, STONE 5 - DIRT 6 - OTHER | 2 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - OTHER/UNKNOWN |

| | |
|--|---|
| MANNER OF CRASH COLLISION/IMPACT | WEATHER |
| 1 1 - NOT COLLISION BETWEEN TWO MOTOR VEHICLES IN TRANSPORT 2 - REAR END 3 - HEAD-ON 4 - REAR-TO-REAR 5 - BACKING 6 - ANGLE 7 - SIDESWIPE, SAME DIRECTION 8 - SIDESWIPE, OPPOSITE DIRECTION 9 - UNKNOWN | 2 1 - CLEAR 2 - CLOUDY 3 - FOG, SMOG, SMOKE 4 - RAIN 5 - SLEET, HAIL 6 - SNOW 7 - SEVERE CROSSWINDS 8 - BLOWING SAND, SOIL, DIRT, SNOW 9 - OTHER/UNKNOWN |

| | | |
|---|---|---|
| ROAD SURFACE | LIGHT CONDITIONS | SCHOOL BUS RELATED |
| 2 1 - CONCRETE 2 - BLACKTOP, BITUMINOUS, ASPHALT 3 - BRICK/BLOCK 4 - SLAG, GRAVEL, STONE 5 - DIRT 6 - OTHER | 1 PRIMARY SECONDARY 1 - DAYLIGHT 2 - DAWN 3 - DUSK 4 - DARK - LIGHTED ROADWAY 5 - DARK - ROADWAY NOT LIGHTED 6 - DARK - UNKNOWN ROADWAY LIGHTING 7 - GLARE* 8 - OTHER | <input type="checkbox"/> SCHOOL BUS RELATED <input type="checkbox"/> YES SCHOOL BUS DIRECTLY INVOLVED <input type="checkbox"/> YES SCHOOL BUS INDIRECTLY INVOLVED |

| | | | |
|--------------------------|---|---|--|
| WORK ZONE RELATED | WORKERS PRESENT | TYPE OF WORK ZONE | LOCATION OF CRASH IN WORK ZONE |
| <input type="checkbox"/> | <input type="checkbox"/> LAW ENFORCEMENT PRESENT (OFFICER/VEHICLE) <input type="checkbox"/> LAW ENFORCEMENT PRESENT (VEHICLE ONLY) | <input type="checkbox"/> 1 - LANE CLOSURE 2 - LANE SHIFT/CROSSOVER 3 - WORK ON SHOULDER OR MEDIAN 4 - INTERMITTENT OR MOVING WORK 5 - OTHER | <input type="checkbox"/> 1 - BEFORE THE FIRST WORK ZONE WARNING SIGN 2 - ADVANCE WARNING AREA 3 - TRANSITION AREA 4 - ACTIVITY AREA 5 - TERMINATION AREA |

NARRATIVE
Unit 1 is operating west on the entrance ramp from West 25th Street to Interstate 71 southbound. When for reasons unknown it operates off the right side (north side) of the roadway and collides with the O.D.O.T. end terminal.



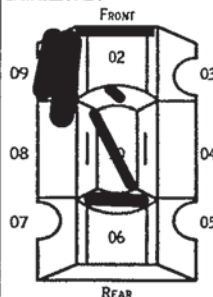
| | | | | | | |
|---|--|---------------|--------------|--------------|--------------------------|---------------|
| REPORT TAKEN BY | SUPPLEMENT (CORRECTION OR ADDITION TO AN EXISTING REPORT SENT TO ODPS) | | | | | |
| <input checked="" type="checkbox"/> POLICE AGENCY <input type="checkbox"/> MOTORIST | | | | | | |
| DATE CRASH REPORTED | TIME CRASH REPORTED | DISPATCH TIME | ARRIVAL TIME | TIME CLEARED | OTHER INVESTIGATION TIME | TOTAL MINUTES |
| 11/24/2012 | 07:56 | 08:26 | 08:40 | 10:30 | 360 | 470 |
| OFFICER'S NAME* | OFFICER'S BADGE NUMBER | CHECKED BY | | | | |
| Green | 662 | Jo Smith | 7400 | | | |



UNIT

LOCAL REPORT NUMBER

114490

| | | | | |
|---|---|--|-----------------------------------|---|
| UNIT NUMBER 011 | OWNER NAME: LAST, FIRST, MIDDLE (<input type="checkbox"/> SAME AS DRIVER) [REDACTED] | OWNER PHONE NUMBER - INC. AREA CODE (<input checked="" type="checkbox"/> SAME AS DRIVER) [REDACTED] | DAMAGE SCALE 4 | DAMAGED AREA  |
| OWNER ADDRESS: CITY, STATE, ZIP (<input checked="" type="checkbox"/> SAME AS DRIVER) 270 Lincoln Street Amhurst, Ohio 44001 | | | | 1 - NONE |
| LP STATE Oh | LICENSE PLATE NUMBER [REDACTED] | # OCCUPANTS 011 | 2 - MINOR | |
| VEHICLE YEAR 2011 | VEHICLE MAKE Ford | VEHICLE MODEL Edge | 3 - FUNCTIONAL | |
| PROOF OF INSURANCE SHOWN <input type="checkbox"/> | INSURANCE COMPANY | POLICY NUMBER | 4 - DISABLING | |
| CARRIER NAME, ADDRESS, CITY, STATE, ZIP | | | TOWED BY Parma/L6/19201 | 9 - UNKNOWN |

| | | | | |
|---------------------------------|--|---|---|--|
| US DOT | VEHICLE WEIGHT GVWR/GCWR 1 - LESS THAN OR EQUAL TO 10k Lbs. 2 - 10,001 TO 26,000 Lbs. 3 - MORE THAN 26,000 Lbs. | CARGO BODY TYPE 01 | 09 - POLE 10 - CARGO TANK 11 - FLAT BED 12 - DUMP 13 - CONCRETE MIXER 14 - AUTO TRANSPORTER 15 - GARBAGE/REFUSE 99 - OTHER/UNKNOWN | TRAFFICWAY DESCRIPTION 5 |
| HM PLACARD ID No. [REDACTED] | HAZARDOUS MATERIAL RELEASED <input type="checkbox"/> | 01 - NO CARGO BODY TYPE/NOT APPLICABLE 02 - BUS/VAN (9-15 SEATS, INC DRIVER) 03 - BUS (16+ SEATS, INC DRIVER) 04 - VEHICLE TOWING ANOTHER VEHICLE 05 - LOGGING 06 - INTERMODAL CONTAINER CHASSIS 07 - CARGO VAN/ENCLOSED BOX 08 - GRAIN, CHIPS, GRAVEL | 16 - TRUCK/TRACTOR (BOBTAIL) 17 - TRACTOR/SEMI-TRAILER 18 - TRACTOR/DOUBLE 19 - TRACTOR/TRIPLES 20 - OTHER MED/HEAVY VEHICLE | 1 - TWO-WAY, NOT DIVIDED 2 - TWO-WAY, NOT DIVIDED, CONTINUOUS LEFT TURN LANE 3 - TWO-WAY, DIVIDED, UNPROTECTED (PAINTED OR GRASS > 4 FT) MEDIAN 4 - TWO-WAY, DIVIDED, POSITIVE MEDIAN BARRIER 5 - ONE-WAY TRAFFICWAY |
| HM CLASS NUMBER | | 99 - UNKNOWNS OR HIT / SKIP | | <input type="checkbox"/> HIT / SKIP UNIT |

| | | | | | |
|--|--|-----------------------------|---|---|---|
| NON-MOTORIST LOCATION PRIOR TO IMPACT 01 | TYPE OF USE 1 | UNIT TYPE 06 | PASSENGER VEHICLES (LESS THAN 9 PASSENGERS) 01 - SUB-COMPACT 02 - COMPACT 03 - MID SIZE 04 - FULL SIZE 05 - MINIVAN 08 - SPORT UTILITY VEHICLE 07 - PICKUP 08 - VAN 09 - MOTORCYCLE 10 - MOTORIZED BICYCLE 11 - SNOWMOBILE / ATV 12 - OTHER PASSENGER VEHICLE | MED/HEAVY TRUCKS OR COMBO UNITS > 10k LBS 13 - SINGLE UNIT TRUCKS OR VAN 2 AXLE, 6 TIRES 14 - SINGLE UNIT TRUCK; 3+ AXLES 15 - SINGLE UNIT TRUCK / TRAILER 16 - TRUCK/TRACTOR (BOBTAIL) 17 - TRACTOR/SEMI-TRAILER 18 - TRACTOR/DOUBLE 19 - TRACTOR/TRIPLES 20 - OTHER MED/HEAVY VEHICLE | BUS/VAN/LIMO (9 OR MORE INCLUDING DRIVER) 21 - BUS/VAN (9-15 SEATS, INC DRIVER) 22 - BUS (16+ SEATS, INC DRIVER) NON-MOTORIST 23 - ANIMAL WITH RIDER 24 - ANIMAL WITH BUGGY, WAGON, SURREY 25 - BICYCLE/PEDALCYCLIST 26 - PEDESTRIAN/SKATER 27 - OTHER NON-MOTORIST |
| 01 - INTERSECTION - MARKED CROSSWALK 02 - INTERSECTION - NO CROSSWALK 03 - INTERSECTION - OTHER 04 - MIDBLOCK - MARKED CROSSWALK 05 - TRAVEL LANE - OTHER LOCATION 06 - BICYCLE LANE 07 - SHOULDER/ROADSIDE 08 - SIDEWALK 09 - MEDIAN/CROSSING ISLAND 10 - DRIVEWAY ACCESS 11 - SHARED-USE PATH OR TRAIL 12 - NON-TRAFFICWAY AREA 99 - OTHER/UNKNOWN | 1 - PERSONAL 2 - COMMERCIAL 3 - GOVERNMENT <input type="checkbox"/> IN EMERGENCY RESPONSE | 99 - UNKNOWNS OR HIT / SKIP | | | <input type="checkbox"/> Has HM Placard |

| | | | | | | | | |
|-------------------------------|---|---|---|--------------------------------|--|---|--------------------|--|
| SPECIAL FUNCTION 01 | 01 - NONE 02 - TAXI 03 - RENTAL TRUCK (OVER 10k Lbs) 04 - BUS - SCHOOL (PUBLIC OR PRIVATE) 05 - BUS - TRANSIT 06 - BUS - CHARTER 07 - BUS - SHUTTLE 08 - BUS - OTHER | 09 - AMBULANCE 10 - FIRE 11 - HIGHWAY/MAINTENANCE 12 - MILITARY 13 - POLICE 14 - PUBLIC UTILITY 15 - OTHER GOVERNMENT 16 - CONSTRUCTION EQUIP. | 17 - FARM VEHICLE 18 - FARM EQUIPMENT 19 - MOTORHOME 20 - GOLF CART 21 - TRAIN 22 - OTHER (EXPLAIN IN NARRATIVE) | MOST DAMAGED AREA 03 | 01 - NONE 02 - CENTER FRONT 03 - RIGHT FRONT 04 - RIGHT SIDE 05 - RIGHT REAR 06 - REAR CENTER 07 - LEFT REAR | 08 - LEFT SIDE 09 - LEFT FRONT 10 - TOP AND WINDOWS 11 - UNDERCARRIAGE 12 - TOTAL (ALL AREAS) 06 - REAR CENTER 14 - OTHER | ACTION 3 | 1 - NON-CONTACT 2 - NON-COLLISION 3 - STRIKING 4 - STRUCK 5 - STRIKING/STRUCK 9 - UNKNOWN |
| IMPACT AREA 02 | | | | | | | | |

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|--------------------------------|---|---|--|--|
| PRE-CRASH ACTIONS 13 | MOTORIST 01 - STRAIGHT A HEAD 02 - BACKING 03 - CHANGING LANES 04 - OVERTAKING/PASSING 05 - MAKING RIGHT TURN 06 - MAKING LEFT TURN 99 - UNKNOWN | 07 - MAKING U-TURN 08 - ENTERING TRAFFIC LANE 09 - LEAVING TRAFFIC LANE 10 - PARKED 11 - SLOWING OR STOPPED IN TRAFFIC 12 - DRIVERLESS | 13 - NEGOTIATING A CURVE 14 - OTHER MOTORIST ACTION | NON-MOTORIST 15 - ENTERING OR CROSSING SPECIFIED LOCATION 16 - WALKING, RUNNING, JOGGING, PLAYING, CYCLING 17 - WORKING 18 - PUSHING VEHICLE 19 - APPROACHING OR LEAVING VEHICLE 20 - STANDING 21 - OTHER NON-MOTORIST ACTION |
|--------------------------------|---|---|--|--|

| | |
|--|---|
| CONTRIBUTING CIRCUMSTANCES | VEHICLE DEFECTS |
| PRIMARY 21 | 01 |
| MOTORIST 01 - NONE 02 - FAILURE TO YIELD 03 - RAN RED LIGHT 04 - RAN STOP SIGN 05 - EXCEEDED SPEED LIMIT 06 - UNSAFE SPEED 07 - IMPROPER TURN 08 - LEFT OF CENTER 09 - FOLLOWED TOO CLOSELY/ACDA 10 - IMPROPER LANE CHANGE /PASSING/OFF ROAD | 01 - TURN SIGNALS 02 - HEAD LAMPS 03 - TAIL LAMPS 04 - BRAKES 05 - STEERING 06 - TIRE BLOWOUT 07 - WORN OR SLICK TIRES 08 - TRAILER EQUIPMENT DEFECTIVE 09 - MOTOR TROUBLE 10 - DISABLED FROM PRIOR ACCIDENT 11 - OTHER DEFECTS |
| SECONDARY 00 | |
| 99 - UNKNOWN | |
| NON-MOTOR 22 - NONE 23 - IMPROPER CROSSING 24 - DARTING 25 - LYING AND/OR ILLEGALLY IN ROADWAY 26 - FAILURE TO YIELD RIGHT OF WAY 27 - NOT VISIBLE (DARK CLOTHING) 28 - INATTENTIVE 29 - FAILURE TO OBEY TRAFFIC SIGNS /SIGNALS/OFFICER 30 - WRONG SIDE OF THE ROAD 32 - OTHER NON-MOTORIST ACTION | |

| | | |
|---|--|---|
| SEQUENCE OF EVENTS | NON-COLLISION EVENTS | COLLISION WITH FIXED OBJECT |
| 1 08 2 31 3 [] 4 [] 5 [] 6 [] | 01 - OVERTURN/ROLLOVER 02 - FIRE/EXPLOSION 03 - IMMERSION 04 - JACKKNIFE 05 - CARGO/EQUIPMENT LOSS OR SHIFT | 25 - IMPACT ATTENUATOR/CRASH CUSHION 26 - BRIDGE OVERHEAD STRUCTURE 27 - BRIDGE PIER OR ABUTMENT 28 - BRIDGE PARAPET 29 - BRIDGE RAIL 30 - GUARDRAIL FACE 31 - GUARDRAIL END 32 - PORTABLE BARRIER |
| FIRST HARMFUL EVENT 1 MOST HARMFUL EVENT 1 | 06 - EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC) 07 - SEPARATION OF UNITS 08 - RAN OFF ROAD RIGHT 09 - RAN OFF ROAD LEFT | 34 - MEDIAN GUARDRAIL BARRIER 35 - MEDIAN CONCRETE BARRIER 36 - MEDIAN OTHER BARRIER 37 - TRAFFIC SIGN POST 38 - OVERHEAD SIGN POST 39 - LIGHT/LUMINARIES SUPPORT 40 - UTILITY POLE |
| COLLISION WITH PERSON, VEHICLE OR OBJECT NOT FIXED | 10 - CROSS MEDIAN 11 - CROSS CENTER LINE OPPOSITE DIRECTION OF TRAVEL 12 - DOWNHILL RUNAWAY 13 - OTHER NON-COLLISION | 41 - OTHER POST, POLE OR SUPPORT 42 - CULVERT 43 - CURB 44 - DITCH 45 - EMBANKMENT 46 - FENCE 47 - MAILBOX |
| 14 - PEDESTRIAN 15 - PEDALCYCLE 16 - RAILWAY VEHICLE (TRAIN ENGINE) 17 - ANIMAL - FARM 18 - ANIMAL - DEER 19 - ANIMAL - OTHER 20 - MOTOR VEHICLE IN TRANSPORT | 21 - PARKED MOTOR VEHICLE 22 - WORK ZONE MAINTENANCE EQUIPMENT 23 - STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY A MOTOR VEHICLE 24 - OTHER MOVABLE OBJECT OBJECT | 48 - CULVERT 49 - FIRE HYDRANT 50 - WORK ZONE MAINTENANCE EQUIPMENT 51 - WALL, BUILDING, TUNNEL 52 - OTHER FIXED OBJECT |

| | | | | | | | | | |
|-------------------------|---------------------------|------------------------------|---|--|---|---|--|--|-------------|
| UNIT SPEED 60 | POSTED SPEED 60 | TRAFFIC CONTROL 01 | 01 - NO CONTROLS 02 - STOP SIGN 03 - YIELD SIGN 04 - TRAFFIC SIGNAL 05 - TRAFFIC FLASHERS 06 - SCHOOL ZONE | 07 - RAILROAD CROSSBUCKS 08 - RAILROAD FLASHERS 09 - RAILROAD GATES 10 - CONSTRUCTION BARRICADE 11 - PERSON (FLAGGER, OFFICER) 12 - PAVEMENT MARKINGS | 13 - CROSSWALK LINES 14 - WALK/DON'T WALK 15 - OTHER 16 - NOT REPORTED | UNIT DIRECTION FROM 5 TO 8 | 1 - NORTH 2 - SOUTH 3 - EAST 4 - WEST | 5 - NORTHEAST 6 - NORTHWEST 7 - SOUTHEAST 8 - SOUTHWEST | 9 - UNKNOWN |
|-------------------------|---------------------------|------------------------------|---|--|---|---|--|--|-------------|



MOTORIST/ Non-MOTORIST / OCCUPANT

LOCAL REPORT NUMBER

114498

MOTORIST/Non-Motorist

| | | | | | |
|--|---|--------------------------|---|--|---|
| UNIT NUMBER 011 | NAME: LAST, FIRST, MIDDLE [REDACTED] | | DATE OF BIRTH [REDACTED] | AGE [REDACTED] | GENDER [REDACTED] - FEMALE [REDACTED] - MALE |
| ADDRESS, CITY, STATE, ZIP [REDACTED] | | | | CONTACT PHONE- INCLUDE AREA CODE [REDACTED] | |
| INJURIES 4 | INJURED TAKEN BY 2 | EMS AGENCY [REDACTED] | MEDICAL FACILITY INJURED TAKEN TO [REDACTED] | SAFETY EQUIPMENT USED 04 | <input type="checkbox"/> DOT COMPLIANT MOTORCYCLE HELMET SEATING POSITION: 01 AIR BAG USAGE: 2 EJECTION: 1 TRAPPED: 3 |
| OL STATE Oh | OPERATOR LICENSE NUMBER [REDACTED] | OL CLASS 4 | <input type="checkbox"/> No VALID OL <input type="checkbox"/> M/C END. | CONDITION 5 | ALCOHOL/DRUG SUSPECTED 1 |
| OFFENSE CHARGED (<input type="checkbox"/> LOCAL CODE) | | OFFENSE DESCRIPTION | | CITATION NUMBER | HANDS-FREE <input type="checkbox"/> DEVICE USED DRIVER DISTRACTED BY 1 4 |

MOTORIST/Non-Motorist

| | | | | | |
|--|---|--------------------------|---|--|--|
| UNIT NUMBER [REDACTED] | NAME: LAST, FIRST, MIDDLE [REDACTED] | | DATE OF BIRTH [REDACTED] | AGE [REDACTED] | GENDER [REDACTED] F - FEMALE [REDACTED] M - MALE |
| ADDRESS, CITY, STATE, ZIP [REDACTED] | | | | CONTACT PHONE- INCLUDE AREA CODE [REDACTED] | |
| INJURIES [REDACTED] | INJURED TAKEN BY [REDACTED] | EMS AGENCY [REDACTED] | MEDICAL FACILITY INJURED TAKEN TO [REDACTED] | SAFETY EQUIPMENT USED [REDACTED] | <input type="checkbox"/> DOT COMPLIANT MOTORCYCLE HELMET SEATING POSITION: [REDACTED] AIR BAG USAGE: [REDACTED] EJECTION: [REDACTED] TRAPPED: [REDACTED] |
| OL STATE [REDACTED] | OPERATOR LICENSE NUMBER [REDACTED] | OL CLASS [REDACTED] | <input type="checkbox"/> No VALID OL <input type="checkbox"/> M/C END. | CONDITION [REDACTED] | ALCOHOL/DRUG SUSPECTED [REDACTED] |
| OFFENSE CHARGED (<input type="checkbox"/> LOCAL CODE) | | OFFENSE DESCRIPTION | | CITATION NUMBER | HANDS-FREE <input type="checkbox"/> DEVICE USED DRIVER DISTRACTED BY [REDACTED] [REDACTED] |

| | | | | | |
|---|---|--|---|---|---|
| INJURIES 1 - NO INJURIES / NON REPORTED 2 - POSSIBLE 3 - NON-INCAPACITATING 4 - INCAPACITATING 5 - FATAL | INJURED TAKEN BY 1 - NOT TRANSPORTED / TREATED AT SCENE 2 - EMS 3 - POLICE 4 - OTHER 9 - UNKNOWN | SAFETY EQUIPMENT USED MOTORIST 01 - NONE USED - VEHICLE OCCUPANT 02 - SHOULDER BELT ONLY USED 03 - LAP BELT ONLY USED 04 - SHOULDER AND LAP BELT USED | 99 - UNKNOWN SAFETY EQUIPMENT 05 - CHILD RESTRAINT SYSTEM-FORWARD FACING 06 - CHILD RESTRAINT SYSTEM-REAR FACING 07 - BOOSTER SEAT 08 - HELMET USED | NON-MOTORIST 09 - NONE USED 10 - HELMET USED 11 - PROTECTIVE PADS USED (ELBOW, KNEES, ETC) | 12 - REFLECTIVE CLOTHING 13 - LIGHTING 14 - OTHER |
|---|---|--|---|---|---|

| | | | |
|--|--|---|--|
| SEATING POSITION 01 - FRONT - LEFT SIDE (MOTORCYCLE DRIVER) 02 - FRONT - MIDDLE 03 - FRONT - RIGHT SIDE 04 - SECOND - LEFT SIDE (MOTORCYCLE PASSENGER) 05 - SECOND - MIDDLE 06 - SECOND - RIGHT SIDE | 07 - THIRD - LEFT SIDE (MOTORCYCLE SIDE CAR) 08 - THIRD - MIDDLE 09 - THIRD - RIGHT SIDE 10 - SLEEPER SECTION OF CAB (TRUCK) 11 - PASSENGER IN OTHER ENCLOSED CARGO AREA (NON-TRAILING UNIT SUCH AS A BUS, PICK-UP WITH CAB) | 12 - PASSENGER IN UNENCLOSED CARGO AREA 13 - TRAILING UNIT 14 - RIDING ON A VEHICLE EXTERIOR (NON-TRAILING UNIT) 15 - NON-MOTORIST 16 - OTHER 99 - UNKNOWN | AIR BAG USAGE 1 - NOT DEPLOYED 2 - DEPLOYED FRONT 3 - DEPLOYED SIDE 4 - DEPLOYED BOTH FRONT/SIDE 5 - NOT APPLICABLE 9 - DEPLOYMENT UNKNOWN |
|--|--|---|--|

| | | | | |
|---|--|---|---|---|
| EJECTION 1 - NOT EJECTED 2 - TOTALLY EJECTED 3 - PARTIALLY EJECTED 4 - NOT APPLICABLE | TRAPPED 1 - NOT TRAPPED 2 - EXTRACT BY MECHANICAL MEANS 3 - EXTRACTED BY NON-MECHANICAL MEANS | OPERATOR LICENSE CLASS 1 - CLASS A 2 - CLASS B 3 - CLASS C 4 - REGULAR CLASS (OHIO IS "D") 5 - M/CMOPED ONLY | CONDITION 1 - APPARENTLY NORMAL 2 - PHYSICAL IMPAIRMENT 3 - EMOTIONAL (DEPRESSED, ANGRY, DISTURBED) 4 - ILLNESS 5 - FALL ASLEEP, FAINTED, FATIGUED 6 - UNDER THE INFLUENCE OF MEDICATION, DRUGS, ALCOHOL 7 - OTHER | ALCOHOL/DRUG SUSPECTED 1 - NONE 2 - YES - ALCOHOL SUSPECTED 3 - YES - HBD NOT IMPAIRED 4 - YES - DRUG SUSPECTED 5 - YES - ALCOHOL AND DRUG SUSPECT |
|---|--|---|---|---|

| | | | | |
|---|--|--|---|---|
| ALCOHOL Test Status 1 - NONE GIVEN 2 - TEST REFUSED 3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE 4 - TEST GIVEN, RESULTS KNOWN 5 - TEST GIVEN, RESULTS UNKNOWN | ALCOHOL Test Type 1 - NONE 2 - BLOOD 3 - URINE 4 - BREATH 5 - OTHER | DRUG Test Status 1 - NONE GIVEN 2 - TEST REFUSED 3 - TEST GIVEN, CONTAMINATED SAMPLE/UNUSABLE 4 - TEST GIVEN, RESULTS KNOWN 5 - TEST GIVEN, RESULTS UNKNOWN | DRUG Test Type 1 - NONE 2 - BLOOD 3 - URINE 4 - BREATH 5 - OTHER | DRIVER DISTRACTED BY 1 - NO DISTRACTED REPORTED 2 - PHONE 3 - TEXTING/EMAILING 4 - ELECTRONIC COMMUNICATION DEVICE 5 - OTHER ELECTRONIC DEVICE (NAVIGATION DEVICE, RADIO, DVD) 6 - OTHER INSIDE THE VEHICLE 7 - EXTERNAL DISTRACTION |
|---|--|--|---|---|

OCCUPANT

| | | | | | |
|---|---|--------------------------|---|--|--|
| UNIT [REDACTED] | NAME: LAST, FIRST, MIDDLE [REDACTED] | | DATE OF BIRTH [REDACTED] | AGE [REDACTED] | GENDER [REDACTED] F - FEMALE [REDACTED] M - MALE |
| ADDRESS, CITY, STATE, ZIP [REDACTED] | | | | CONTACT PHONE- INCLUDE AREA CODE [REDACTED] | |
| INJURIES [REDACTED] | INJURED TAKEN BY [REDACTED] | EMS AGENCY [REDACTED] | MEDICAL FACILITY INJURED TAKEN TO [REDACTED] | SAFETY EQUIPMENT USED [REDACTED] | <input type="checkbox"/> DOT COMPLIANT MOTORCYCLE HELMET SEATING POSITION: [REDACTED] AIR BAG USAGE: [REDACTED] EJECTION: [REDACTED] TRAPPED: [REDACTED] |

OCCUPANT

| | | | | | |
|---|---|--------------------------|---|--|--|
| UNIT [REDACTED] | NAME: LAST, FIRST, MIDDLE [REDACTED] | | DATE OF BIRTH [REDACTED] | AGE [REDACTED] | GENDER [REDACTED] F - FEMALE [REDACTED] M - MALE |
| ADDRESS, CITY, STATE, ZIP [REDACTED] | | | | CONTACT PHONE- INCLUDE AREA CODE [REDACTED] | |
| INJURIES [REDACTED] | INJURED TAKEN BY [REDACTED] | EMS AGENCY [REDACTED] | MEDICAL FACILITY INJURED TAKEN TO [REDACTED] | SAFETY EQUIPMENT USED [REDACTED] | <input type="checkbox"/> DOT COMPLIANT MOTORCYCLE HELMET SEATING POSITION: [REDACTED] AIR BAG USAGE: [REDACTED] EJECTION: [REDACTED] TRAPPED: [REDACTED] |

FOX19 INVESTIGATES: While ODOT waits, Virginia wastes no time on guardrail decision

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By Jody Barr, Investigative Reporter

CINCINNATI, OH (FOX19) - Nearly one month after a federal jury in Texas found Trinity Industries guilty of fraud, the Virginia Transportation Department (VDOT) is taking steps to rid its highways of the ET-PLUS guardrail end treatment. While VDOT acts, Ohio's Transportation agency continues to take a wait and see approach.

VDOT officials have spent more than six months working to get crash test data from Trinity Industries, the maker of the ET-PLUS. VDOT sent the company a letter in May asking for details of the modifications to the original ET-PLUS and for crash test evidence for the modified ET-PLUS.

In 2000, the Federal Highway Administration (FHWA) awarded Trinity Industries a spot on the agency's approved products list, allowing the original ET-PLUS to be used across the nation's highways. In 2005, Trinity modified the guardrail head and did not disclose the changes to the FHWA.

By Oct. 10, VDOT said that Trinity had not delivered crash test data to Virginia officials, and the agency gave Trinity Industries a deadline of Oct. 24 to send the crash test evidence on the modified ET-PLUS. The day before the deadline, VDOT spokesman Marshall Herman said Trinity informed VDOT the crash test data would not be provided.

VDOT officials made a decision at that point to put together a plan to identify every ET-PLUS end terminal and mark them for removal. That plan is still in the works, Herman said.

ODOT: 'NO EVIDENCE' OF PROBLEM WITH ET-PLUS

However, ODOT Director Jerry Wray said the state had "no evidence" the ET-PLUS guardrail end terminal had malfunctioned in Ohio. Wray made the statement despite ODOT holding onto an ET-PLUS guardrail head that was suspected of malfunctioning, causing an impalement and severely injuring a Cleveland-area woman last year.

"We have no evidence in the state of Ohio that there's any issue with these," Wray said.

Two days earlier, Wray announced ODOT would no longer purchase the ET-PLUS, pending new crash tests and direction from the FHWA on what to do about the heads. Nearly two weeks before, Trinity Industries also announced it would stop shipping the heads.

And despite a federal jury's verdict on Oct. 20 finding Trinity Industries guilty of fraud, Wray maintained the legal wrangling over the unapproved changes to the ET-PLUS was just "a point of contention between two manufacturers."

INDIANA TAKING ACTION

Indiana, like 40 other states, has forbidden new installations of the ET-PLUS on guardrail projects across the state. The decision came after the Oct. 20 federal jury verdict in Texas where a whistleblower sued, claiming Trinity Industries defrauded the FHWA by keeping the changes it made to the ET-PLUS a "secret."

INDOT spokesman Will Wingfield said his agency decided to review all crash data from Indiana to figure out if that state's seen a problem with the ET-PLUS.

"INDOT is reading and researching individual crash reports that were classified as a collision with a guardrail end to assess performance," Wingfield said.

It's a move neither Ohio nor Kentucky has said they'll take to determine whether the ET-PLUS is safe for their highway systems.

GOVERNMENT STUDY: ONLY ET-PLUS 'STATISTICALLY LESS SAFE'

University of Alabama at Birmingham (UAB) researcher Dr. Kevin Schrum put together a comparison of the modified ET-PLUS and the ET-2000 - the predecessor to the ET-PLUS - last September. Researchers looked at crash data from Missouri and Ohio, and concluded, "...in both states, it was found that the ET-PLUS placed motorists at a higher level of risk of both serious injury and fatal injuries relative to its predecessor, the ET-2000."

In Ohio, the study looked at all deadly and serious injury crashes involving the ET-PLUS. Researchers used crash scene photographs to determine the specific guardrail end involved, and found 60 deadly and serious injury crashes in Ohio between 2006-2013.

According to the study, which looked at 60 Ohio crashes, five were shown to be deadly. Of the five deadly crashes, four involved the ET-PLUS, while one deadly crash involved the ET-2000.

Despite this study and its data, ODOT said it did not collect crash data involving guardrail strikes and could not provide it.

However, the Ohio Highway Patrol (OHP) provided a spreadsheet showing 277 guardrail end strikes in the last five years across Ohio that involved either death or serious injury. The Patrol does not notate what guardrail end terminal was involved, however.

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