

REPORTING OFFICER COMER, COREY BADGE # 330	REVIEWED BY DE WILKINS BADGE # 111	DATE OF REPORT 1/09/2013
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BADGE# 330	OFFICER NAME COMER, COREY
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ON JANUARY 05, 2013 AT APPROXIMATELY 11:00AM, TROOPER COREY COMER #330 WAS ASSISTING TROOPER DANIEL MORENO #456 WITH A NON-INJURY ACCIDENT ON US 81 CR 1220 LAWTON OKLAHOMA HIGHWAY PATROL COMMUNICATIONS NOTIFIED TROOPER COMER ABOUT A COLLISION WITH INJURY ON CR 1020 NORTH OF THE I-40 MILE MARKER 101. TROOPER COMER NOTIFIED LAWTON OKLAHOMA HIGHWAY PATROL COMMUNICATIONS THAT HE WAS EN ROUTE TO THAT LOCATION SHORTLY AFTER NOTIFICATION, LAWTON COMMUNICATIONS ADVISED HIM THAT IT WAS GOING TO BE NEAR THE BRIDGEPORT Y INTERSECTION

COMER ARRIVED AT THE SCENE AND OBSERVED THAT IT WAS THE T INTERSECTION OF CR 1020 AND CS 2585, WHICH IS APPROXIMATELY 2.4 MILES WEST OF US 281. HINTON FIRE AND HINTON POLICE DEPARTMENT WERE ALREADY PRESENT AT THE SCENE. TROOPER COMER WAS NOTIFIED BY HINTON FIRE THAT IT WAS A FATALITY ACCIDENT INVOLVING A RED AND BLACK 2009 KENWORTH SEMI-TRACTOR TRAILER THE COMMERCIAL MOTOR VEHICLE WAS PULLING A TANKER TYPE TRAILER WITH A LOAD OF SALT WATER, BEARING OKLAHOMA TAG NUMBER 2RM995 AND US DOT # 2037754. THE OTHER VEHICLE WAS A BLUE 2002 CHEVY SILVERADO PICK UP BEARING OKLAHOMA TAG 22EHJ COMER ADVISED LAWTON COMMUNICATIONS OF THE FATALITY AND TO NOTIFY THE MEDICAL EXAMINER.

COMER FOUND THAT VEHICLE 1, THE KENWORTH TRUCK AND TRAILER, HAD BEEN TRAVELING NORTHBOUND ON CS 2585 APPROACHING THE INTERSECTION. VEHICLE 2, THE CHEVROLET PICKUP, HAD BEEN TRAVELING EASTBOUND ON CR 1020, OLD US 66 HIGHWAY. VEHICLE 1 HAD FAILED TO STOP AT THE STOP SIGN DUE TO EQUIPMENT DEFECTS AND TRAVELED INTO THE PATH OF VEHICLE 2 VEHICLE 2 STRUCK VEHICLE 1 IN THE DRIVERS SIDE REAR TIRES

COMER COLLECTED THE DRIVERS LICENSES OF BOTH DRIVERS INVOLVED IN THE COLLISION FROM HINTON FIRE. COMER OBSERVED THAT TWILA ZOE MARSHALL, HAVING A DATE OF BIRTH OF OCTOBER 1, 1957. MARSHALL HAD AN OKLAHOMA DRIVERS LICENSE NUMBER OF L080636122 SHE WAS A WHITE FEMALE AND WAS STILL IN THE DRIVERS SEAT OF THE PICK UP WITH HER SEATBELT FASTENED MARSHALL WAS DECLARED DECEASED AT THE SCENE BY EMS PERSONNEL MARSHALL HAD EXTENSIVE INJURIES TO HER LEFT HAND, RIGHT WRIST AND HER RIGHT ANKLE. HINTON FIRE ALSO ADVISED TROOPER COMER THAT THE DRIVER OF THE COMMERCIAL MOTOR VEHICLE WAS BEING TREATED FOR INJURIES HE SUSTAINED DURING THE COLLISION IN THE AMBULANCE BY MEDIC WEST

COMER ENTERED THE AMBULANCE AND MADE CONTACT WITH SUBJECT RONNIE JAY TAYLOR, HAVING A DATE OF BIRTH OF NOVEMBER 26, 1954 TAYLOR HAD AN OKLAHOMA COMMERCIAL DRIVERS LICENSE OF T082116415. COMER ASKED TAYLOR IF HE WAS OK AND IF HE HAD BEEN INJURED, TAYLOR RESPONDED "I'M FINE BUT SHE'S NOT". COMER OBSERVED THAT TAYLOR HAD A LACERATION ON THE TOP OF HIS HEAD. COMER WAS ADVISED BY MEDIC WEST PERSONNEL THAT TAYLOR DID NOT WANT TO BE TAKEN TO THE HOSPITAL AND REFUSED TREATMENT AT THE SCENE COMER ASKED TAYLOR WHAT HAD CAUSED THE ACCIDENT TAYLOR STATED THAT HE WAS DRIVING NORTHBOUND ON COUNTY STREET 2535 TAYLOR STATED HE TRIED TO SLOW THE TRUCK DOWN TO A STOP. TAYLOR STATED THAT WHEN HE HAD APPLIED HIS BRAKES, BUT THAT THE BRAKES DID NOT WORK AND HAD FAILED TO SLOW THE VEHICLE TAYLOR STATED HE SAW THE BLUE CHEVY SILVERADO APPROACHING FROM THE WEST TAYLOR STATED THAT HE ROLLED THROUGH THE STOP SIGN WHEN THE PICK UP STRUCK HIS VEHICLE TAYLOR STATED THAT THE IMPACT FORCED HIS TRUCK OFF THE ROADWAY INTO A DITCH TAYLOR STATED THAT HE HAD EXITED THE VEHICLE TO GO CHECK ON THE OTHER DRIVER TAYLOR STATED THAT SHE WAS NOT

BREATHING WHEN HE GOT TO HER. TAYLOR STATED HE CALLED 911. COMER HAD TAYLOR FILL OUT A WITNESS STATEMENT.

AFTER SPEAKING WITH TAYLOR, COMER CONDUCTED HIS INVESTIGATION OF THE COLLISION. COMER BEGAN TO TAKE PHOTOGRAPHS OF THE SCENE. AS COMER WAS TAKING PHOTOGRAPHS, THE MEDICAL EXAMINER RON JACKSON CALLED COMER'S PHONE. COMER EXPLAINED TO JACKSON THAT ONE HAD POSSIBLE INJURIES AND THAT ONE WAS DECEASED. COMER ALSO EXPLAINED TO THE EXAMINER ON HOW TO GET TO THE LOCATION. WHILE SPEAKING TO JACKSON A PERSON, LATER IDENTIFIED AS MATT FEEZEL, THE GENERAL MANAGER OF RICKS TANK TRUCK SERVICE, WALKED BY AND PLACED HIS BUSINESS CARD NEXT TO COMER AND PROCEEDED TO THE CRASH SCENE. AFTER COMER WAS FINISHED SPEAKING WITH JACKSON, COMER INFORMED FEEZEL THAT THE AREA WAS OFF LIMITS TO HIM AND THAT HE WOULD NEED TO LEAVE THE AREA. COMER ALSO OBSERVED, ANOTHER EMPLOYEE OF RICKS TANK AND TRUCK SERVICE, JOHNNY LYNN ALDRIDGE, WHO HAD JUST ENTERED THE SCENE, BETWEEN THE TRUCK AND TRAILER LOOKING AT THE TRAILER. COMER HAD ALDRIDGE LEAVE IMMEDIATELY AND HAD ALDRIDGE FILL OUT A WITNESS STATEMENT ON WHY HE WAS THERE AND WHAT HE WAS DOING.

TROOPER LYLE LUBBERS OF THE OKLAHOMA HIGHWAY PATROL SIZE AND WEIGHTS DIVISION ASSISTED COMER AT THE SCENE OF THE COLLISION. LUBBERS CONDUCTED AN INSPECTION OF THE COMMERCIAL MOTOR VEHICLE AT THE SCENE. HE COMPLETED A REPORT OF THE INSPECTION FINDINGS.

TROOPER JASON RIDDLE ARRIVED AT THE SCENE TO ASSIST IN THE INVESTIGATION. RIDDLE ARRIVED AND BEGAN THE LASER MAPPING OF THE OF THE SCENE.

COMER HAD CALLED FOR MEDIC WEST AMBULANCE TO RETURN TO THE SCENE TO CONDUCT A BLOOD WITHDRAW ON TAYLOR. COMER READ THE IMPLIED CONSENT TEST REQUEST TO TAYLOR AND HE REPLIED, "YES." COMER HAD MEDIC WEST PARAMEDIC RAY SIMPSON WITHDRAW BLOOD FROM RONNIE TAYLOR AT THE SCENE WHILE HE OBSERVED THE BLOOD DRAW, UNDER OKLAHOMA STATE STATUTE TITLE 47 SECTION 753. COMER ALSO MADE NOTIFICATION OF TWILA MARSHALL'S DEATH TO BERNIE AND CECILIA MARSHALL, HER SIBLINGS.

COMER INVENTORIED THE VEHICLES, TOOK PHOTOGRAPHS, MEASUREMENTS, AND GATHERED THE NEEDED INFORMATION TO COMPLETE HIS INVESTIGATION OF THE COLLISION. COMER COLLECTED INFORMATION AT THE SCENE TO SHOW WHO HAD ENTERED THE SCENE, ASSISTED AND THEIR DUTIES WHILE ON SCENE. MEMBERS FROM THE OKLAHOMA HIGHWAY PATROL, CADDO COUNTY DA'S OFFICE, HINTON FIRE AND EMS, HINTON P.D., CADDO COUNTY SHERIFF'S DEPARTMENT, MILLER TIME TOWING SERVICES, CAVINS WRECKER SERVICES, AND TURNER FUNERAL HOME WERE ALL PRESENT AT THE SCENE.

DURING COMER'S INVESTIGATION OF THE COLLISION, COMER OBSERVED AT THE T-INTERSECTION OF CS 2585 AND CR 1020, THERE WERE TWO STOP SIGNS AND T-INTERSECTION SIGN. COMER GATHERED FROM THE INVESTIGATION THAT THE TRUCK DRIVER WAS HAULING SALT WATER. THE TANKER THE TRUCK WAS HAULING COULD HOLD APPROXIMATELY 130 BARRELS AND WAS BELIEVED TO BE FILLED TO APPROXIMATELY 125 BARRELS. THE SPEED LIMIT ON CS 2585 WAS 45 MPH. LUBBERS ADVISED COMER DURING THE INVESTIGATION THAT APPROXIMATELY 40% OF THE TRACTOR-TRAILERS BRAKE WERE FUNCTIONAL THAT INCLUDED THE TRUCK AND THE TRAILER. COMER OBSERVED THAT THE TRUCK, UNDER STATE STATUTE 47-11-403 F, FAILED TO STOP AT THE STOP SIGN DUE TO THE DEFECTIVE BRAKES. COMER ALSO OBSERVED FROM THE DAMAGE TO THE CHEVORLET PICK UP, THAT THE PICKUP MAY HAVE BEEN TRAVELING AT SPEEDS GREATER THE SPEED LIMIT ON CR 1020. THE SPEED LIMIT ON CR 1020 WAS 55MPH. COMER WAS ADVISED BY RIDDLE AFTER RIDDLE HAD COMPLETED HIS INVESTIGATION, THAT THE PICKUP HAD BEEN SPEEDING JUST PRIOR TO IMPACT.

THE VEHICLES WERE REMOVED FROM THE SCENE. THE 2009 KENWORTH TRUCK AND TRAILER WAS STORED AT CAVINS WRECKER SERVICE. THE 2002 CHEVROLET PICKUP WAS STORED AT MILLER TIME TOWING AND HELD UNTIL A WARRANT COULD BE OBTAINED TO COLLECT ELECTRONIC VEHICLE INFORMATION FROM THE VEHICLES COMPUTER SYSTEM.

ON JANUARY 9, 2013 AT APPROXIMATELY 4:30 P.M. TROOPER COREY COMER CONDUCTED A RECORDED INTERVIEW WITH RONNIE JAY TAYLOR. COMER MET TAYLOR AT THE WAL-MART PARKING LOT IN YUKON, OKLAHOMA AND HAD TAYLOR SIT IN COMER'S PATROL CAR. COMER INFORMED TAYLOR THAT THE INTERVIEW WAS GOING TO BE RECORDED. COMER ASKED TAYLOR TO EXPLAIN IN DETAIL WHAT HE HAD BEEN DOING THAT DAY ALL THE WAY UP TO WHEN THE COLLISION OCCURRED.

TAYLOR STATED HE STARTED HIS DAY ON JANUARY 9, 2013 AT APPROXIMATELY 5:00 AM. TAYLOR THEN STATED HE CLOCKED IN AT WORK AT APPROXIMATELY 5:45 AM. TAYLOR STATED HE HAD TALKED TO ONE OF THE DRIVERS PRIOR TO DRIVING THE VEHICLE ASKING IF HE HAD ANY PROBLEMS. THE OTHER DRIVER STATED THE TRUCK RAN FINE AND THAT HE HAD NO PROBLEMS.

TAYLOR BEGAN HIS DAY MAKING HIS FIRST TRIP. TAYLOR WAS TO HAUL SALTWATER TO DIFFERENT LOCATIONS THROUGHOUT THE DAY. TAYLOR STATED THAT HE HAD NO PROBLEMS ON HIS FIRST TRIP WHILE BEING LOADED AND UNLOADED. TAYLOR DROVE TO THE NEXT LOCATION TO GET HIS NEXT LOAD WITH NO PROBLEMS. WHEN TAYLOR WAS LOADED HE DROVE TO THE NEXT DISPOSAL TO UNLOAD. TAYLOR STATED THAT WHEN HE WAS NEARING THE DISPOSAL, HE DOWN SHIFTED AND APPLIED THE BRAKES. TAYLOR STATED THAT THEY DIDN'T HOLD THAT GREAT. TAYLOR STATED HE WAS ABLE TO SLOW DOWN ENOUGH TO MAKE THE TURN INTO THE DISPOSAL AND COME TO A STOP. TAYLOR STATED THAT THIS WAS THE FIRST TIME HE HAD NOTICED SOMETHING WRONG WITH THE BRAKES. TAYLOR STATED THAT THE BRAKES FELT SPONGIE, AND THAT THE TRAILER FELT LIKE IT WAS PUSHING THE TRUCK. WHEN TAYLOR LEFT THE DISPOSAL, TAYLOR STATED HE DROVE A LITTLE FASTER TO TEST THE BRAKES. TAYLOR STATED THAT WHILE ROLLING DOWN A HILL, HE APPLIED HIS BRAKES TWICE. TAYLOR STATED THAT THE TRUCK STOPPED FINE WITHOUT A LOAD.

TAYLOR CONTINUED HIS WORK DAY AND DROVE TO THE THIRD LOCATION OVER BY CR 1030 AND CS 2585. TAYLOR GOT HIS THIRD LOAD OF THE DAY AND PROCEEDED TO THE NEXT DISPOSAL. TAYLOR STATED AFTER LEAVING THE DISPOSAL, HE WAS ABLE TO STOP AT THE FIRST STOP SIGN AT CR 1030 AND CS 2585. TAYLOR CONTINUED ONTO CS 2585. TAYLOR STATED THAT HE STARTED SLOWING HIS TRUCK DOWN APPROXIMATELY 50 TO 60 YARDS AFTER DRIVING UNDER THE I-40 OVERPASS THAT CROSSES OVER CS 2585 APPROXIMATELY 1/2 OF A MILE SOUTH OF WHERE THE COLLISION OCCURRED. TAYLOR STATED HE FIRST ACTIVATED HIS JAKE BRAKE, BUT WAS UNABLE TO ENGAGE IT. TAYLOR STATED THAT HE WAS GOING TOO SLOW FOR IT TO ENGAGE. TAYLOR THEN STATED THAT HE APPLIED THE BRAKES. TAYLOR STATED THAT THE BRAKES DID NOT WORK. TAYLOR STATED THAT HE THEN REACHED UP AND APPLIED THE HAND BRAKE ON THE COLUMN. TAYLOR STATED THAT NOTHING HAPPENED. TAYLOR THEN STATED THAT HE GRABBED THE STICK SHIFT AND CRAMMED IT INTO THE NEXT HOLE, BUT WAS STILL MOVING TOO FAST. TAYLOR STATED THAT HE WAS APPROXIMATELY 30 TO 50 YARDS SOUTH OF THE T-INTERSECTION WHEN HE SAW THE BLUE CHEVROLET PICKUP EASTBOUND ON OSJUTY ROAD 1020. TAYLOR STATED THAT HE HIT BOTH BRAKE TAPS AND BRIEFLY HIT HIS AIR HORN TO TRY AND GET THE OTHER DRIVERS ATTENTION. TAYLOR STATED HE WAS UNABLE TO STOP AT THE STOP SIGN AND ATTEMPTED TO MAKE A RIGHT TURN AT THE T-INTERSECTION OF CR 1020 AND CS 2585. TAYLOR STATED THAT HE WAS STRUCK THE REAR END OF HIS TRUCK BY THE TRUCK TO DEPART THE ROADWAY TO HIS LEFT.

DURING THE INTERVIEW, TAYLOR ADVISED THAT HE WAS CURRENTLY TAKING SOME MEDICATIONS, YET HAD NOT TAKEN THEM SINCE TWO DAYS PRIOR TO THE COLLISION. THE

MEDICATIONS HE SPECIFICALLY POINTED OUT, WERE METHADONE AND HYDROMORPHONE. HE STATED THAT HE HAD A LETTER EXPLAINING HIS USE AND ABILITY TO DRIVE, WHILE PRESCRIBED METHADONE AND HYDROMORPHONE. RESEARCH INTO BOTH INDICATE THAT THEY ARE SCHEDULED NARCOTICS. A DESCRIPTION AND INFORMATION SHEET WAS PRINTED FOR BOTH MEDICATIONS AND INCLUDED WITH THIS REPORT.

TAYLOR ALSO STATED DURING THE INTERVIEW, THAT RICKS TANK AND TRUCK SERVICE HAD A 72HR BRAKE CHANGING PARTY AFTER TAYLOR'S COLLISION.