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California  
Highway  
Patrol

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Multidiciplinary Accident  
Investigation Teams (MAIT)  
Equipment and Services  
Project  
No.187801

FINAL REPORT

77931

March 1980

Department of California Highway Patrol

U.S. Department of Justice  
National Institute of Justice

77931

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Final Report on  
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAMS (MAIT)  
EQUIPMENT AND SERVICES PROJECT

Project #187801

March 1980

G. B. Craig, Commissioner

NCJRS

MAY 7 1981

ACQUISITIONS

## Preface

This project is part of the California Traffic Safety Program and was made possible through the support of the Office of Traffic Safety, State of California, and the National Highway Traffic Safety Administration.

The opinions, findings, and conclusions expressed in this publication are those of the author and not necessarily those of the State of California, the National Highway Traffic Safety Administration, or the Federal Highway Administration.

## Project Personnel

The California Highway Patrol wishes to acknowledge the assistance and support given by the many individuals who participated in the planning and organizing of this project. Special credit must be given to the California Department of Transportation (CalTrans) whose enthusiasm and support enabled this project to be implemented in a meaningful and effective manner.

### EXECUTIVE MANAGEMENT

Commissioner G. B. Craig  
Deputy Commissioner G. W. Clemons  
Assistant Commissioner L. E. Sellers,  
Chief of Staff  
Assistant Commissioner L. DeGroff,  
Chief of Field

### PROJECT STAFF

Project Director - Chief J. E. Smith,  
Planning and Analysis Division  
Project Coordinator - R. A. Beiber,  
Analysis Section  
Project Analyst and Author -  
Lieutenant C. E. Weaver, Analysis  
Section  
Project Consultant - Lieutenant Stan Meyers,  
Southern Division

### OFFICE OF PRIMARY INTEREST

Responsibility for this project was transferred to the Enforcement Services Division on July 1, 1979. The following individuals accepted responsibility for completion of the project on that date:

### PROJECT STAFF

Project Manager - Chief E. E. Kynaston  
Enforcement Services Division  
Project Coordinator - Captain C. E. King,  
Commercial and Technical Services Section  
Project Analyst and Author -  
Sergeant Jerry L. Bluemel



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- D - Representative Examples of MAIT Accomplishments
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- F - Amendment to Project Number 187801, Traffic Safety Agreement
- G - California Highway Patrol General Order 110.1, Multidisciplinary Accident Investigation Teams (MAIT)

## I. INTRODUCTION

The National Highway Traffic Safety Administration (NHTSA), through the Office of Traffic Safety (OTS), authorized the Department of California Highway Patrol (CHP) to implement a traffic safety project entitled "Multidisciplinary Accident Investigation Teams (MAIT) Equipment and Services Project." A total of \$54,738.27 was expended from the \$55,000 made available by OTS for carrying out this project.

The project consisted of three phases. The first phase was equipment acquisition. This consisted of determining the equipment needs for MAIT and then acquiring equipment such as vans equipped with drafting materials; extensive photographic equipment; portable generators and lights for illuminating accident scenes; and special data gathering measuring equipment to determine wind speed, wind direction, temperature, relative humidity, grade, superelevation, angle of roadway curvature, and coefficient of friction.

The second phase provided for funds to be set aside to be used on an as needed basis for outside consultants. These consultants would have expertise in specific areas such as medicine, psychology, metallurgy, chemistry, physics, etc.

The third phase was designed to conduct two evaluations:

- A. The primary goal was to determine the effectiveness of the equipment and whether or not additional or modified equipment was needed to improve the overall efficiency and effectiveness of the project; and,
- B. To determine whether or not the consultant phase was an effective means of augmenting the teams.

The project was planned and implemented by Lieutenant Charles Weaver, SWITRS Liaison for the Analysis Section, under the direction of Robert A. Bieber, Commander of the Analysis Section. Invaluable assistance was provided by Lieutenant Stan Meyers of Southern Division during all phases of the project. The evaluation of the equipment was jointly performed by Sergeant Jerry Bluemel, Enforcement Services Division, and Lieutenant Weaver.

## II. BACKGROUND

The California Highway Patrol is an operating Department within the Business and Transportation Agency. Its authority and responsibilities are established in the California Vehicle Code. The overall purpose of the Department, as a principal

criminal justice agency, is to ensure the safe, convenient, and efficient transportation of goods and people. This is accomplished through accident control, congestion relief, traffic law enforcement and transportation services. Stated briefly, the California Highway Patrol has the responsibility for providing these services for over 21 million California residents and some 16 million vehicles.

The Department has traffic law enforcement jurisdiction on all State freeways, State highways in unincorporated areas and the unincorporated county road networks.

The Department provides for the investigation of all traffic accidents upon the highways within its jurisdiction. These accidents are generally investigated by one Traffic Officer who provides a standard investigation to determine the immediate causes and the parties at fault.

This project was requested because the severity of certain accidents dictated a need for more intensive investigations to determine subtle accident and injury causes. The results of these investigations would enable the CHP to initiate appropriate action to prevent accidents of a similar nature from occurring.

### III. PROJECT OBJECTIVES

The overall objective of the project was to develop and operate two Multidisciplinary Accident Investigation Teams. Specific objectives of this project were:

- A. To provide the necessary equipment to support two investigation teams. This included two van-type vehicles, camera equipment, and other investigative equipment.
- B. To provide a bank of funds (\$5,000) to be used to hire outside consultants, on an as-needed basis. These consultants were intended to augment the teams on those occasions when certain areas of expertise were needed (medical, psychological, metallurgical, etc.).

### IV. METHODOLOGY

Two Multidisciplinary Accident Investigation Teams were established, one in the northern portion and one in the southern portion of the State. The teams were staffed by trained investigators with skills in accident reconstruction, traffic engineering, and automotive engineering.

Each team consisted of a coordinator at the support Division with rank of Lieutenant, a team leader with the rank of Sergeant, a Traffic Officer, a Motor Carrier Operations Specialist, and a CalTrans Traffic Engineer.

- A. MAIT coordinators served primarily as a resource for the involved Commanders and team leaders who were conducting investigations. The coordinators did not normally respond to accident scenes.
- B. The team leaders were assigned full-time to team activities and were supported by Valley and Southern Division Headquarters. They were responsible to their respective MAIT coordinators.
- C. The Traffic Officer and Motor Carrier Operations Specialist (MCOS) positions have been assigned on a rotational basis. When the team was requested to investigate an accident, the team leader could select a Traffic Officer and/or MCOS from a list of qualified team members within the team's geographical area of responsibility.
- D. The Area investigating officer initially assigned to the accident continued in the investigation as a member of the team.
- E. The Area investigating officer's supervisor could become a member of the team and provide liaison and support between the team and Area.
- F. The teams were supplemented by other personnel when necessary.

The following list is representative of the type of accidents which were considered appropriate for MAIT investigation. It is not all inclusive, nor was it mandatory that the teams be requested in every event described. A Commander could request the MAIT investigators whenever he/she deemed it appropriate.

- A. An accident where four or more fatalities occur.
- B. An accident with two or more fatalities involving any vehicle or combination of vehicles described in Section 34500 CVC.
- C. Any accident or incident which results in the spillage or leakage of hazardous materials.

- D. An accident where the vehicle involved has a possible manufacturing defect as a primary cause.
- E. Any fatal or major injury accident involving possible roadway defect as a primary cause.
- F. Recurring accidents of a similar type at the same general location whose cause would bear examination.
- G. Any fatal or major injury accident involving a departmental vehicle.
- H. Any accident where there is a need for limited MAIT participation; i.e., speed calculations or examination of vehicle parts for possible defects or malfunctions.

V. PHASE I - EQUIPMENT ACQUISITION

The teams needed specialized equipment appropriate to perform specific tasks. Some equipment was obtained through the bid process and the remainder was acquired by utilizing normal requisition procedures.

It was determined that the complexity of MAIT investigations necessitated the training of involved personnel. During the week of June 26 - July 1, 1978, all team coordinators, leaders, and members were brought to the CHP Academy in Sacramento for specialized training. The primary thrust of this training focused on team operations and the proficient use and care of the MAIT equipment. Annex A contains a copy of the specific curriculum provided at this training. No OTS funds were used to conduct this training. All costs were absorbed by the CHP and CalTrans.

A complete list of equipment initially obtained with grant funds is included as Annex B to this report. The equipment can be categorized as follows:

A. MAIT Vans

There was a need for vehicles which could transport the specialized MAIT equipment. Two wide-bodied, dual-wheel Chevrolet vans were purchased to serve as a portable command post and/or office at the scene of major accidents. The vans had sufficient space for conducting interviews and holding on-site conferences. The vans also provided a source of electrical power, a means to illuminate the area, a raised platform for photography, and an auxiliary office when temporarily located at field offices.

The plans for this vehicle were developed by Lieutenant Meyers, Lieutenant Weaver, and Mr. Leo Warner and his staff of the Department's Motor Transport Section.

B. MAIT Photographic Equipment

The MAIT teams had a need for photographic equipment capable of documenting many different aspects of the accident scene such as close-up photography of vehicle parts and vehicle damage; distant photography for recording the total accident scene; selective photography for preserving of physical evidence such as skid marks and gouge marks. Cameras and their accessories were needed for both day light and nighttime photography. In addition to taking photographs, equipment was needed for viewing and presenting slides.

With these needs in mind, Mr. Bill Masters and his staff of the Audio-Visual Unit of Training Services Section of the California Highway Patrol and Lieutenant Meyers developed a recommended list of photographic equipment.

C. Drafting Equipment

Drafting equipment was needed for detailed diagrams in presenting professional accident reconstruction. The following equipment was selected to accomplish this purpose:

1. A complete set of triangles
2. Traffic/highway templates
3. Lettering sets
4. Drafting table tops
5. Chalkboards

D. Data Gathering and Measuring Devices

Precise equipment was required to obtain accurate measurements of the accident environment. The teams were provided with rolatape measuring wheels, steel measuring tapes, chalk lines, levels, stopwatches, tire tread gauges, pressure gauges, wind speed anemometers, pocket sling psychrometers, and drag sleds.

E. Safety Equipment

Because of the need to be self-sufficient at many accident scenes, the following safety equipment was selected:

1. Traffic cones
2. Fire extinguishers
3. Safety vests
4. Floor jacks
5. Safety stands
6. Chock blocks

F. Miscellaneous Equipment

The following equipment was considered necessary for the MAIT teams to complete their investigations:

1. Hand-held and desk type cassette tape recorders
2. Typewriters
3. Magnifying glasses
4. 100-foot extension cords with light housings
5. 84-piece tool set

G. Pagers and Adjustable Angle Indicators

These items were approved for purchase during the initial portion of the project. Since there was some question as to the need for these items, the actual acquisition was suspended until late 1979. These items are now in use by both teams.

VI. PHASE II - OUTSIDE CONSULTANT SERVICES

A bank of funds (\$5,000) was established within the original grant to be used to hire outside consultants on an as-needed basis. These consultants were to possess expertise in fields such as medicine, psychology, metallurgy, chemistry, physics, etc.

During the operation of the project, each MAIT team found it necessary to enlist the services of experts in various fields such as metallurgist, electronics, forensic chemists, and pathologists. Experience showed that experts in the fields used have been, and will continue to be, available through State and local government agencies at no cost to the CHP or CalTrans.

As a result of this experience, it was concluded that it would not be necessary to incur any charges against the \$5,000 bank of funds for consultant services for the duration of the project. Since only basic investigative tools and equipment could be purchased with funds available in the original grant, OTS approved the use of this \$5,000 to purchase additional equipment which was necessary to improve the overall efficiency and effectiveness of the project. Refer to Annex C for a complete list of additional equipment purchased.

A six-month extension to the project period was also granted to allow sufficient time to purchase the additional equipment.

## VII. PHASE III - EVALUATION

As outlined in the preceding section, it became apparent during the early stages of this project the equipment originally obtained with grant funds were very useful, however, additional equipment needs were identified. This resulted in the corrective action which permitted purchase of additional equipment.

The following will describe our impressions concerning the effectiveness of the equipment. We will then provide data and examples of our experience in support of that position.

### A. Discussion

This project became operational in July 1978 and concluded on December 31, 1979. A total of 124 collisions were investigated by MAIT personnel during the project period. Of that total, 60 were complete investigations and 64 were partial investigations. The 124 collisions resulted in 184 fatalities and 276 injuries.

Request for MAIT assistance originated primarily from CHP Area offices. Numerous requests were also received from outside the Department which emphasizes the growing popularity of this program. These external requests were received from:



1. Police Departments
2. Sheriffs' Departments
3. Prosecutors
4. Coroners
5. Department of Transportation

Overall, the equipment obtained in this project proved to be very useful. However, a few items were found to be of limited effectiveness.

Although it would be impossible to specifically document the percentage of time each piece of equipment was used, it is true that every item was not used during every investigation. Nevertheless, because the teams were frequently requested to perform investigations in remote areas of the State that lacked the proper resources, it was important that they be equipped and have access to all the equipment available. As a result, the teams were very successful in establishing the causative and contributing factors of the collisions investigated.

The MAIT vans used by the teams were found to be adequate but did have some limitations. Due to their size, problems were encountered trying to maneuver them at accident scenes and in finding safe stopping locations in mountainous terrain. These vans actually limited the mobility of the five-person investigative team because each member performs a specific function and not necessarily at the same location. For these reasons, serious consideration should be given to obtaining smaller size vans in the future.

As an alternative, commuter-type vans or station wagons should be considered for use in the event program expansion is contemplated. Two of these vehicles could be converted to contain the necessary equipment, would probably be less expensive, and would be more maneuverable.

All of the equipment purchased in the photographic, drafting, safety, and miscellaneous categories met our expectations. There were only two items of equipment purchased that we would not consider necessary to the effectiveness of this and future projects. These were:

1. The pocket sling psychrometer which is a device that measures humidity rate.

2. The windspeed anemometer which measures wind velocity and direction.

These devices could provide very useful data if it were possible to use them within a short period of time following the collision. The elements normally change between the time of the collision and the arrival of MAIT rendering the data gathered by these devices useless. Local weather stations and airports are normally capable of supplying the desired information.

B. Benefits

Through this project, we have been able to identify numerous benefits to State and local governments as well as vehicle manufacturers and the motoring public. We feel these benefits, either directly or subtly, have contributed to traffic safety. Examples of these benefits are briefly stated below:

1. Criminal prosecution of cases following MAIT investigations has been very successful. Although it cannot be proven, we believe the thoroughness of these investigations has resulted in fewer cases actually requiring a trial and a reduction in labor hours expended for court appearances.
2. Even though it cannot be proven, we believe the number of civil claims naming government agencies as defendants has been reduced in those cases where a conventional investigation may have provided opportunity for suits to be filed.
3. There are cases where interior vehicle design deficiencies have resulted in increased injury severity. Team leaders have worked informally with vehicle manufacturers in order to correct the identified design defects.
4. Investigations involving commercial vehicles have identified design deficiencies, improper maintenance, ignorance of proper maintenance procedures, and load securement problems.
5. Field personnel working with project personnel have improved their investigative skills. This has resulted in a field awareness of more technical approaches to investigations and improved the quality

of investigations. Team leaders also provide advance traffic collision training to field personnel on request.

6. One follow-up investigation proved the cause of the collision was actually a mechanical failure instead of driver negligence. This resulted in the dismissal of a manslaughter charge against the involved driver.
7. There have been cases that reiterated the importance of investigators not forming preconceived conclusions concerning collisions. One multifatal investigation completed by field personnel concluded that one driver was responsible because he crossed the centerline. MAIT concluded that in fact both drivers had crossed the centerline. The original investigator did not clearly understand the laws of physics as they relate to vehicles in motion.
8. The need to standardize the combination of materials used in the "sanding" of roadways has been identified. There was no continuity or proper justification used in the preparation of these materials. Individual preference seemed to dominate present practices.

Copies of documents exemplifying the success of this project and the examples stated above are contained in Annex D. These documents include copies of correspondence from public, private, and internal sources concerning project activities. Copies of completed investigations are also included.

#### VIII. STATEMENT OF INTENT

In the near future, the Department, in cooperation with CalTrans, will conduct an in-depth evaluation of the entire MAIT program to determine if the benefits to the CHP and CalTrans would justify continuation and possibly even expansion of the program.

MULTIDISCIPLINARY ACCIDENT INVESTIGATION  
TEAM TRAINING CURRICULUM

# MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM TRAINING

## CHP Academy

### Room 4

#### Monday - June 26

0800	Orientation	Academy Staff
0830	Introduction	Lt. Weaver
0900	MAIT Concept	Asst. Comm. Sellers
1000	MAIT Role	Lt. Rude Lt. Weaver
1200	Lunch	
1300	MAIT Role (Continued)	Lt. Rude Lt. Weaver
1500	MAIT S.O.P.	Sgt. Thompson Sgt. Miller

#### Tuesday - June 27

0800	Press Relations	Chief Emery Sgt. Morrison
1000	Public Relations	Chief Emery Capt. Anderson
1200	Lunch	
1300	Tort Liability	Mr. Baca
1400	Accident Reconstruction	Lt. Meyers
1500	Human Factors	Lt. Meyers
1600	Vehicle Factors	Mr. Sauer

Wednesday - June 28

0800	Environmental Factors	Lt. Meyers
0900	Report Preparation	Lt. Weaver
1100	SWITRS	Lt. Weaver
1200	Lunch	
1300	NTSB Operations	V. Averett T. Alcorn
1400	Resources Available Tour of Caltrans Lab	Mr. Brown Mr. Farnsworth

Thursday - June 29

0800	MAIT Equipment	Mr. Masters
1200	Lunch	
1300	MAIT Equipment (Continued)	Sgt. Thompson Sgt. Miller
1400	Additional Expertise	Lt. Meyers
1600	Hypnosis in Interrogation	Officer Graham
1700	Dinner	
1900	Night Photography Exercise	Mr. Masters

Friday - June 30

0800	Assignment of Equipment	Lt. Weaver
0900	Simulated Crash and Investigation - 1	Lt. Meyers
1200	Lunch	
1300	SMAC and CRASH Programs	Lt. Meyers Ms. Michetti
1400	Simulated CRASH and Investigation - 2	Lt. Meyers

Saturday - July 1

0800	Accident Review	Lt. Meyers
1000	Reporting Requirements	Lt. Weaver
1100	Future Training	Lt. Weaver
1200	Adjourn	

## Material Provided Trainees

1. MAIT G.O.
2. Job Descriptions
3. MAIT Agenda
4. Newhall Crash
5. Disguised Crash
6. Format Accident Investigations
7. Speed From Skidmarks
8. Class Roster
9. MAIT SOP Southern Team
10. MAIT SOP Valley Team
11. Blue Binders
12. Dividers
13. MAIT Equipment



# MAIT TRAINING CURRICULUM

Monday, June 26, 1978

0800

(30 minutes)

1. Academy orientation

Academy staff

0830

(30 minutes)

1. Formal introduction of students and instructors
2. Synopsis of course
  - a. Assumed skill levels of participants
  - b. Intent of the training
  - c. Overview of the curriculum

Lt. Weaver

0900

(1 hour)

MAIT Concept

Asst. Comm. Sellers

1. Why MAIT is being formed
2. Distinction between MAIT and normal accident investigation
3. Interaction with federal investigators
  - a. NTSB
  - b. NHTSA
  - c. FHWA
4. Importance of selling MAIT to its users

1000

(4 hours)

MAIT Roles

Lt. Rude  
Lt. Weaver

1. MAIT Coordinator
  - a. Relationship to Headquarters
  - b. Relationship to Division
  - c. Relationship to involved Area
  - d. Relationship to Team Sergeant
  - e. Relationship to Traffic Engineer
  - f. Relationship to Traffic Officer
  - g. Relationship to other specialists
  - h. Responsibility for program
  - i. Responsibility for press relations
2. MAIT Team Leader
  - a. Relationship to assigned Division
  - b. Relationship to involved Area
  - c. Relationship to Traffic Engineer
  - d. Relationship to Traffic Officer
  - e. Relationship to other specialists
  - f. Relationship to federal agencies
  - g. Relationship to press
  - h. Responsibility for equipment
  - i. Responsibility for MAIT operation
  - j. Responsibility for investigation
3. Traffic Engineer
  - a. Relationship to CHP
  - b. Relationship to Division

- c. Relationship to involved Area
- d. Relationship to other experts
- e. Relationship to Traffic Officer
- f. Relationship to federal investigators
- g. Relationship to press
- h. Responsibility for investigation
  - (1) Precrash status
  - (2) Crash
  - (3) Postcrash
  - (4) Recommendations

4. Motor Carrier Operations Specialist

- a. Relationship to CHP
- b. Relationship to Division
- c. Relationship to involved Area
- d. Relationship to other experts
- e. Relationship to Traffic Officer
- f. Relationship to federal investigators
- g. Relationship to press
- h. Responsibility for investigation
  - (1) Precrash status
  - (2) Crash
  - (3) Postcrash
  - (4) Recommendations

5. Traffic Officer (speed/skid expert)

- a. Relationship to team
  - (1) Occasionally used
  - (2) Method of response

- (3) Duration of investigation
- b. Relationship to federal investigators
- c. Relationship to press
- d. Responsibility for investigation
- 6. Area Sergeant
  - a. Relationship to team
  - b. Relationship to federal investigators
  - c. Responsibility for investigation
- 7. Traffic Officer (Area investigator)
  - a. Relationship to team
  - b. Relationship to federal investigators
  - c. Responsibility for investigation

1500  
(2 hours)

MAIT S.O.P.

MAIT Sergeants

- 1. Application to overall team
- 2. Application to each member of team
- 3. Interrelationship between the team's S.O.P.

Tuesday, June 27, 1978

0800  
(2 hours)

Press Relations

Chief Emery  
Sgt. D. Morrison  
Local press rep.

- 1. Spotlight is on you
- 2. CHP Public Affairs Office
- 3. Newspaper coverage
- 4. Television coverage
- 5. Magazine coverage

1000  
(2 hours)

Public Relations

Chief Emery  
Capt. J. Anderson

1. Rapport with involved Area
2. Rapport with involved Divisions
3. Rapport with federal agencies
4. Rapport with Caltrans
5. Rapport with police departments

1300  
(1 hour)

Tort Liability

Mr. Baca (Caltrans)

1. Critical areas of liability
2. MAIT Sergeants' responsibility
3. Traffic Engineers' responsibility
4. Team responsibility

1400  
(1 hour)

Accident Reconstruction

Lt. Meyers

1. Overview of in-depth investigation
  - a. Precrash
    - (1) Human factors
    - (2) Vehicle factors
    - (3) Environmental factors
  - b. Crash
    - (1) Human factors
    - (2) Vehicle factors
    - (3) Environmental factors

c. Postcrash

- (1) Human factors
- (2) Vehicle factors
- (3) Environmental factors

1500

(1 hour)

Human Factors

Lt. Meyers

1600

(1 hour)

Vehicle Factors

Lt. Meyers & Motor  
Carrier Operations  
Specialist

Wednesday, June 28, 1978

0800

(1 hour)

Environmental Factors

Lt. Meyers

0900

(2 hours)

Report Preparation

Lt. Weaver

1. Preliminary report
2. Supplemental report

1100

(1 hour)

SWITRS

Lt. Weaver

1. Impact MAIT has on SWITRS
2. Available statistical support

1300  
(1 hour)

NTSB Operation

V. Averett  
T. Alcorn

1400  
(3 hours)

Resources Available

Mr. D. Brown  
Mr. Farnsworth

1. Tour of lab

Thursday, June 29, 1978

0800  
(4 hours)

MAIT Equipment

Bill Masters

1. Photographic equipment

1300 - 1315  
(15 minutes)

Team Selection for Friday's Investigation

Lt. Weaver

1315 - 1400  
(45 minutes)

MAIT Equipment

Sgt. Thompson  
Sgt. Miller

1. Special equipment

a. Psychrometer

b. Drag-sled

c. Dictation equipment

d. Anemometer

e. Drafting equipment

1400  
(2 hours)

Additional Expertise

Lt. Meyers

1. Pathologist
2. Metallurgist
3. Psychologist
4. Others
  - a. CRASH statistics
  - b. SMAC statistics

1600  
(1 hour)

Hypnosis in Interrogation

T.O. Graham

1900  
(2 hours)

Night Photography Exercise

Bill Masters

Friday, June 30, 1978

0800  
(1 hour)

Assignment of Equipment

Lt. Weaver

0900  
(3 hours)

Simulated Crash and Investigation

Lt. Meyers

1300  
(1 hour)

SMAC and CRASH Programs

Lt. Meyers  
Jackie Michetti



1400  
(3 hours)

Simulated Crash and Investigation

Lt. Meyers

Saturday, July 1, 1978

0800  
(2 hours)

Accident Review

Lt. Meyers

1000  
(1 hour)

Reporting Requirements

Lt. Weaver

1100  
(1 hour)

Future Training

Lt. Weaver

LIST OF EQUIPMENT ORIGINALLY  
PURCHASED FOR PROJECT

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
 Federally Numbered Property Assigned to Valley Division  
 Lt. Workman, Coordinator - Sgt. Miller, Team Leader  
 Quarterly Inventory Report

Page of 3

Federal No.	Item(s)	Mo/Yr	Condition	Mo/Yr	Condition	Mo/Yr	Condition
K003	1-Nikkor FT3 Camera &						
	Accessories:						
	1-50mm lens hood						
	1-80mm-200mm lens hood						
	1-20mm lens hood						
	1-cable release						
K005	1-50mm Nikkor lens						
K007	1-80mm-200mm Nikkor lens						
K009	1-20mm Nikkor f4 wide angle lens						
K011	1-Mimayia C-330 Camera &						
	Accessories:						
	1-K2 filter						
	1-red filter						
	1-cable release						
K013	1-80mm lens f/ C-330						
K015	1-Polaroid SX70						
K017	1-Tiltall Tripod						
K019	1-Auto. Strobolar						
K021	1-Halliburton carrying case						
K023	1-35mm Ektagraphic AF2 zoom lens slide projector and 1-Kodak stack loader						

leave blank if property is in good condition

## Quarterly Inventory Report

Federal No.	Item(s)	Mo/Yr	*Condition	Mo/Yr	*Condition	Mo/Yr	*Condition
XK025	1-Olympia, elect. typewriter						
XK027	1-Edison cassette dictator						
XK029 XK031	2-Model 2100 tape recorders						
XK045	1-42" T - square						
XK047	1-drafting table top						
XK049	1-drag sled						
XK051	1 set (2) chock blocks						
XK053	1 pocket sling psychrometer						
XK055	1-windspeed anemometer						
XK057	1-tool box - including:						
	1-set 83 pc automotive tools						
	1-100' steel tape						
	1-tire tread gauge						
	1-100' chalk line						
XK059	1-1½ ton floor jack						
XK061 XK063 XK065 XK067	4-vehicle safety stands						
XK069	1-trouble light w/50' cord & 1- 50' extension cord						
XK071	1-stop watch						

\*leave blank if property is in good condition

## Quarterly Inventory Report

Federal No.	Item(s)	Mo/Yr	*Condition	Mo/Yr	*Condition	Mo/Yr	*Condition
XK073	1-tire pressure gauge						
XK075	1-rolatape measuring wheel						
XK077	1-2' carpenter's level						
XK079	1-16' jumper cable						
XK081	1-12' steel measuring tape						
XK083	1-kit drafting equipment including:						
	1-14" triangle						
	1-12" triangle						
	1-assortment templates						
	1-magnifying glass						
XK085	1-LeRoy lettering set						
XK087	1-chalkboard						
	1-adjustable angle indicator						
No #	10-small traffic cones						
No #	5-orange vests						
	1-dry chemical fire extinguisher						
XK093	1 - Lights Ideal						
XK095	1 - 1978 Chev Hi Cube Van						
XK097	1 - Refrigerator Centennial Sanyo						

\*leave blank if property is in good condition

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
 Federally Numbered Property Assigned to Southern Division  
 Lt. Ken Rude, Coordinator - Sgt. Thompson, Team Leader  
 Quarterly Inventory Report

Page 1 of 3

Federal No.	Item(s)	Mo/Yr	Condition	Mo/Yr	Condition	Mo/Yr	Condition
K004	1-Nikkor FT3 Camera &						
	Accessories:						
	1-50mm lens hood						
	1-80mm-200mm lens hood						
	1-20mm lens hood						
	1-cable release						
K006	1-50mm Nikkor lens						
K008	1-80mm-200mm Nikkor lens						
K010	1-20mm Nikkor f4 wide angle lens						
K012	1-Mimayia C-330 Camera &						
	Accessories:						
	1-K2 filter						
	1-red filter						
	1-cable release						
K014	1-80mm lens f/ C-330						
K016	1-Polaroid SX70						
K018	1-Tiltall Tripod						
K020	1-Auto. Strobonar						
K022	1-Halliburton carrying case						
K024	1-35mm Ektagrophic AF2 zoom lens slide projector and 1-Kodak stack loader						

leave blank if property is in good condition

## Quarterly Inventory Report

Federal No.	Item(s)	Mo/Yr	*Condition	Mo/Yr	*Condition	Mo/Yr	*Condition
XK026	1-Olympia, elect. typewriter						
XK028	1-Edison cassette dictator						
XK030 XK032	2-Model 2100 tape recorders						
XK046	1-42" T - square						
XK048	1-drafting table top						
XK050	1-drag sled						
XK052	1 set (2) chock blocks						
XK054	1 pocket sling psychrometer						
XK056	1-windspeed anemometer						
XK058	1-tool box - including:						
	1-set 83 pc automotive tools						
	1-100' steel tape						
	1-tire tread gauge						
	1-100' chalk line						
XK060	1-1½ ton floor jack						
XK062 XK064 XK066 XK068	4-vehicle safety stands						
XK070	1-trouble light w/50' cord & 1- 50' extension cord						
XK072	1 stop watch						

\*leave blank if property is in good condition

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
Quarterly Inventory Report

Page 3

Federal No.	Item(s)	Mo/Yr	*Condition	Mo/Yr	*Condition	Mo/Yr	*Condi
XK074	1-tire pressure gauge						
XK076	1-rolatape measuring wheel						
XK078	1-2' carpenter's level						
XK080	1-16' jumper cable						
XK082	1-12' steel measuring tape						
XK084	1-kit drafting equipment including:						
	1-14" triangle						
	1-12" triangle						
	1-assortment templates						
	1-magnifying glass						
XK086	1-LeRoy lettering set						
XK088	1-chalkboard						
	1-adjustable angle indicator						
No #	10-small traffic cones						
No #	5-orange vests						
	1-dry chemical fire extinguisher						
XK094	1 - Lights Ideal						
XK096	1 - 1978 Chev Hi Cube Van						
XK098	1 - Refrigerator Centennial Sanyo						

\*leave blank if property is in good condition



LIST OF ADDITIONAL EQUIPMENT PURCHASED  
PURSUANT TO AMENDED AGREEMENT

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
 Federally Numbered Property Assigned to Valley Division  
 Inventory Report

Federal No.	Item(s)	Vendor	Unit Cost	Total
XK0099 & XK0101	2 - Radio Pager, Model A, Page Boy 2 Series	Motorola, Inc.	249.10	498.20
XK0103	1 - Air Impact Wrench	Sears, Roebuck & Co.	170.19	170.19
XK0105	1 - Air Hammer, long barrel	Sears, Roebuck & Co.	65.99	65.99
XK0107	1 - Hydraulic hand jack, 5 ton	Sears, Roebuck & Co.	18.18	18.18
XK0109	1 - Milliammeter Volt/Ohm Tester	Sears, Roebuck & Co.	86.21	86.21
XK0111	1 - Lamp, Ultraviolet, hand held, Blak-Ray	Cake Davis Co.	74.80	74.80
XK0113	1 - Drafting Table, Alvin Space Saver w/parallel rule	Taylors Art Center	180.15	180.15
XK0115	1 - Photo Light Meter, Soligor Spot Sensor	Photo Factory	162.18	162.18
XK0117 & XK0119	2 - CB Transceiver, 40 channel, CRC-209	Radio Shack	162.14	324.28
XK0121	1 - Spring Scale, square dial	McMaster-Carr Supply	23.31	23.31
XK0123	1 - Truck for gas cyclinders	Sears, Roebuck & Co.	40.28	40.28
XK0125	1 - Fingerprint Magnifier, illuminated	Cake Davis Co.	12.61	12.61
XK0127	1 - Binocular, Custom 11-7502	Bushnell Optical Co.	193.60	193.60
XK0129	1 - Hydraulic Power Set, 10 ton	Equipment Tool Dist.	335.53	335.53
XK0131	1 - Oxygen/Acetylene Outfit, complete with accessories	Victor California	383.72	383.72

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM -(MAIT)  
Federally Numbered Property Assigned to Valley Division  
Inventory Report

Federal No.	Item(s)	Vendor	Unit Cost	Total
XK0133	1 - Tool Mark Kit, Silicone, #42-1107	Cake Davis Co.		
XK0135	1 - Latent Kit, Crime Scene, #42-0510	Cake Davis Co.		
XK0137	1 - Power Pull, 1000 lb., portable, #9GT7866C	Sears, Roebuck & Co.		
XK0139	1 - Ram Spreader Attachment, 10 ton	Sears, Roebuck & Co.		
XK0141	1 - Bolt Cutters, 18" long, 5/16" dia.	Sears, Roebuck & Co.		

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Unnumbered Non-Expendable Property

Assigned to Valley Division

---

- 1 ea. - Air Hose, 3/8", 25 ft.
- 1 ea. - Tire Circumference Tape, Passenger thru light truck
- 1 ea. - Tire Circumference Tape, Truck
- 1 ea. - Footprint Casting Frame, aluminum, adjustable, #42-1200
- 1 ea. - Tireprint Casting Frame, aluminum, adjustable, expand to 28" x 12", #42-1202
- 1 ea. - Detective Pocket Latent Kit, #42-0310
- 1 ea. - Wrench Set, 3 piece, Flare-nut, 3/8 to 11/16"
- 1 ea. - Wrench Set, 5 piece, Metric Flare-nut, 9 to 21mm
- 1 ea. - Wrench Set, 16 piece, Metric Combination, 10 to 27mm
- 1 ea. - Socket Set, 8 piece, Standard Flex, 3/8" to 3/4", 3/8" dr.
- 1 ea. - Socket Set, 11 piece, Metric Flex, 3/8" dr. 10 to 19mm
- 1 ea. - Socket Set, 12 piece, Standard, deep, 1/2" dr., 1/2" to 1-1/8"
- 1 ea. - Screwdriver Set, 9 piece, (5 slotted - 4 phillips)
- 1 ea. - Hammer, Ball-pein, 24 ounce
- 1 ea. - Hammer, Ball-pein, 4 ounce
- 1 ea. - Hammer, curved claw, 16 ounce head
- 1 ea. - Hammer, sledge, double-faced, 4 lb.
- 1 ea. - Axe, 4-1/2" cutting edge, single bit
- 1 ea. - Pliers, Arc Joint, 9-1/2" long, 5 position
- 1 ea. - Pliers, Arc Joint, 16" long, 11 position
- 1 ea. - Pliers, Bent Needle-nose, 6" long
- 1 ea. - Pliers, wide jaw, diagonal cutting, 7" long
- 1 ea. - Pliers, long chain-nose, wide side cutters, 6"
- 1 ea. - Pliers, Lineman's, 7" long, 1.35" jaw cap.
- 1 ea. - Snips, compound-leverage for straight cuts

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Unnumbered Non-Expendable Property

Assigned to Valley Division

---

1 ea. - Accessories for Air Hammer:

- a) Posi-lock retainer
- b) Muffler Splitter
- c) Pipe Panel Cutter
- d) 3/4" Cold Chisel
- e) Rivet Cutter
- f) Pin Punch
- g) Claw Ripper

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Expendable Property

Valley Division

---

- 500 ea. - Zip-Top Evidence Bags, heavy duty, 4"x6"x.004" with labels
- 500 ea. - Zip-Top Evidence Bags, heavy duty, 9"x12"x.004" with labels
- 500 ea. - Zip-Top Evidence Bags, heavy duty, 13"x18"x.004" with labels
- 20 rl. - Evidence Identification Tape, pressure sensitive, without department imprint
- 1 ea. - Lightning Latent Print Powder, Black, 16 ounce
- 20 rl. - Remco Latent Print Lifting Tape, 2" x 10 yds, frosted
- 100 ea. - Plastic jars, snap-cap vials, clear, 20 dram (approx. 2½ x 1-¾")
- 100 ea. - Test Tubes, glass, 200 ml long x 25 ml wide (approx. 5½ x ¾")
- 100 ea. - Cork tops for above tubes

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
 Federally Numbered Property Assigned to Southern Division  
 Inventory Report

Federal No.	Item(s)	Vendor	Unit Cost	Total
XK0100 & XK0102	2 - Radio Pager, Model A, Page Boy 2 Series	Motorola, Inc.	249.10	498.20
XK0104	1 - Air Impact Wrench	Sears, Roebuck & Co.	170.18	170.18
XK0106	1 - Air Hammer, long barrel	Sears, Roebuck & Co.	65.98	65.98
XK0108	1 - Hydraulic hand jack, 5 ton	Sears, Roebuck & Co.	18.18	18.18
XK0110	1 - Milliammeter Volt/Ohm Tester	Sears, Roebuck & Co.	86.21	86.21
XK0112	1 - Lamp, Ultraviolet, hand held Blak-Ray	Cake Davis Co.	74.79	74.79
XK0114	1 - Drafting Table, Alvin Space Saver w/parellei rule	Taylor's Art Center	180.14	180.14
XK0116	1 - Photo Light Meter, Soligor Spot Sensor	Photo Factory	162.18	162.18
XK0118 & XK0120	2 - CB Transceiver, 40 channel, CRC-209	Radio Shack	162.14 162.13	324.27
XK0122	1 - Spring Scale, square dial	McMaster-Carr Supply	23.30	23.30
XK0124	1 - Truck for gas cyclinder	Sears, Roebuck & Co.	40.28	40.28
XK0126	1 - Magnifier, fingerprint , illuminated	Cake Davis Co.	12.61	12.61
XK0128	1 - Binocular, Custom 11-7502	Bushnell Optical Co.	193.60	193.60
XK0130	1 - Hydraulic Power Set, 10 ton	Equipment Tool Dist.	335.53	335.53
XK0132	1 - Oxygen/Acetylene Outfit, comp. with accessories	Victor California	383.72	383.72

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)  
Federally Numbered Property Assigned to Southern Division  
Inventory Report

Federal No.	Item(s)	Vendor	Unit Cost	Total
XK0134	1 - Tool Mark Kit, Silicone, #42-1107	Cake Davis Co.		
XK0136	1 - Latent Kit, Crime Scene, #42-0510	Cake Davis Co.		
XK0138	1 - Power Pull, 1000 lb., portable #9GT7866C	Sears, Roebuck & Co.		
XK0140	1 - Ram Spreader Attachment, 10 ton	Sears, Roebuck & Co.		
XK0142	1 - Bolt Cutters, 18" long, 5/16" dia.	Sears, Roebuck & Co.		



MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Unnumbered Non-Expendable Property

Assigned to Southern Division

---

- 1 ea. - Air Hose, 3/8", 25 ft.
- 1 ea. - Tire Circumference Tape, Passenger thru light truck
- 1 ea. - Tire Circumference Tape, Truck
- 1 ea. - Footprint Casting Frame, aluminum, adjustable, #42-1200
- 1 ea. - Tireprint Casting Frame, aluminum, adjustable, expand to 28" x 12", #42-1202
- 1 ea. - Detective Pocket Latent Kit, #42-0310
- 1 ea. - Wrench Set, 3 piece, Flare-nut, 3/8 to 11/16"
- 1 ea. - Wrench Set, 5 piece, Metric Flare-nut, 9 to 21mm
- 1 ea. - Wrench Set, 16 piece, Metric Combination, 10 to 27mm
- 1 ea. - Socket Set, 8 piece, Standard Flex, 3/8" to 3/4", 3/8" dr.
- 1 ea. - Socket Set, 11 piece, Metric Flex, 3/8" dr. 10 to 19mm
- 1 ea. - Socket Set, 12 piece, Standard, deep, 1/2" dr., 1/2" to 1-1/8"
- 1 ea. - Screwdriver Set, 9 piece, (5 slotted - 4 phillips)
- 1 ea. - Hammer, Ball-pein, 24 ounce
- 1 ea. - Hammer, Ball-pein, 4 ounce
- 1 ea. - Hammer, curved claw, 16 ounce head
- 1 ea. - Hammer, sledge, double-faced, 4 lb.
- 1 ea. - Axe, 4-1/2" cutting edge, single bit
- 1 ea. - Pliers, Arc Joint, 9-1/2" long, 5 position
- 1 ea. - Pliers, Arc Joint, 16" long, 11 position
- 1 ea. - Pliers, Bent Needle-nose, 6" long
- 1 ea. - Pliers, wide jaw, diagonal cutting, 7" long
- 1 ea. - Pliers, long chain-nose, wide side cutters, 6"
- 1 ea. - Pliers, Lineman's, 7" long, 1.35" jaw cap.
- 1 ea. - Snips, compound-leverage for straight cuts

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Unnumbered Non-Expendable Property

Assigned to Southern Division

---

1 ea. - Accessories for Air Hammer:

- a) Posi-lock retainer
- b) Muffler Splitter
- c) Pipe Panel Cutter
- d) 3/4" Cold Chisel
- f) Pin Punch
- g) Claw Ripper

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAM - (MAIT)

Expendable Property

Southern Division

---

- 500 ea. - Zip-Top Evidence Bags, heavy duty, 4"x6"x.004", with labels
- 500 ea. - Zip-Top Evidence Bags, heavy duty, 9"x12"x.004", with labels
- 500 ea. - Zip-Top Evidence Bags, heavy duty, 13"x18"x.004", with labels
- 20 rl. - Evidence Identification Tape, pressure sensitive, without department imprint
  - 1 ea. - Lightning Latent Print Powder, Black, 16 ounce
- 20 rl. - Remco Latent Print Lifting Tape, 2" x 10 yds, frosted
- 100 ea. - Plastic jars, snap-cap vials, clear, 20 dram (approx. 2½ x 1-3/4")
- 100 ea. - Test Tubes, glass, 200 ml long x 25 ml wide (approx. 5½ x 3/4")
- 100 ea. - Cork tops for above tubes

REPRESENTATIVE EXAMPLES OF MAIT ACCOMPLISHMENTS

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
469 South Main Street  
Bishop, CA 93514



November 19, 1979

Chief H.D. Fargo  
Commander, Southern Division  
437 North Vermont Ave.  
Los Angeles, CA 90004

Dear Chief Fargo:

I would like to express our appreciation for the assistance given to us by Sergeant Joe Thompson in the Shafer vs. Van Stelle fatal accident that occurred in this area.

We found it necessary to call upon the expertise of the MAIT unit not only to clarify the mechanical aspects of the collision, but also as an important training aid. Sergeant Thompson's report satisfies our requirements perfectly.

It was a pleasure working with Joe and we look forward to future contacts with him.

Respectfully,

*H.M. Hurlbut*

H.M. HURLBUT, Lieutenant  
Commander

## Memorandum

To : Southern Division

Date : January 10, 1980

File No.: 675.4567.A3063

Subject: MAIT INVESTIGATION

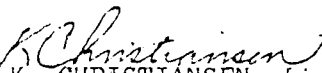
From : Department of California Highway Patrol  
Santa Ana Area

On December 15, 1979, members of this Command were involved in a high speed pursuit of a stolen vehicle, which collided with a passenger van. One person was killed and four others received major injuries in the accident.

Considering the seriousness of the accident, Southern M.A.I.T. was requested for assistance. Sergeant Joe Thompson, #2854, Team Leader, Gene Farnsworth, Traffic Engineer, and Officer Jim Vaughn, #1849, Westminster Area, responded.

The investigation conducted by these individuals was outstanding in every respect and attests to the benefits that can be obtained through the use of their services.

Please extend to each member of the team our appreciation for their very timely and worthwhile assistance.

  
K. CHRISTIANSEN, Lieutenant  
Acting Commander



6400 EAST SHORE FREEWAY

EMERYVILLE, CALIFORNIA 94608

January 19, 1979

Sergeant James R. Miller  
M.A.I.T. Team Leader  
Department of California Highway Patrol  
Valley Division  
2490 1st Avenue  
Sacramento, Ca. 95818

Dear Jim:

I would like to pause and write you this letter of appreciation for the kind and professional assistance you rendered to me personally, and the invaluable aid given to Garrett Freightlines, Inc., during our accident investigation at the Truckee area mishap on November 28, 1979.

It is not often that one comes in contact with an agency, and in particular its direct representatives, who are as proficient at their duties and at the same time as understanding of the human condition so as to ease the strain in such a traumatic situation.

Therefore, I wish to express my thanks for the courtesy shown myself and the other members of our company by you and your team members.

Sincerely yours,  
GARRETT FREIGHTLINES, INC.

S. Wallace Shoults  
Safety Supervisor

SWS/dm

2-9-79



# NOR-CAL ADJUSTERS



TELEPHONE 457-9848

MAILING ADDRESS: P.O. BOX 160303  
1919 - 21st STREET

95816

SACRAMENTO, CALIFORNIA

February 6, 1979

Glendon B. Craig, Commissioner  
California Highway Patrol  
2555 - First Avenue  
Sacramento, California, 95818

RE: California Highway Patrol Report # 78-2404  
Date/Accident : November 28, 1978  
Jurisdiction : Truckee, California  
Our File : 27940 C

Dear Commissioner Craig:

The above referred to report pertains to an accident that was investigated by your Truckee office and a special investigation team. The team was composed of Officer W. Freeman, # 5741, of the Truckee area office, James R. Miller, Badge 5071, Officer Dave Kauderer, Badge 2404, Traffic Engineer, D. Brown and A. Sauer and J. Cargile, Motor Carrier Operations Specialists.

We have seen a lot of reports of accidents investigated by your office over the past twenty years and consider this to be an excellent investigation and report. We feel that all involved deserve a pat on the back for a job very well done.

Very truly yours,

  
W. R. Wincapaw

WRW/hg





# Memorandum

: Deputy Chief L. G. Turner  
Valley Division

Date : March 21, 1979

File No.: 335.3811.A3736

Subject: USE OF THE MAIT TEAM

From : Department of California Highway Patrol  
San Francisco Area

On February 25, 1979, a grinding fatal accident occurred on I-280 near Hickey Boulevard in the city of Daly City. This accident resulted in three fatal victims and was apparently without an accurate independent witness.

After our initial response, it became apparent there was some confusion on the part of the beat officers as to what had taken place. One of the victims was a prominent news person, John Wasserman, and initially, the press had indicated that he was the victim and that the other party caused the accident.

We decided to contact the MAIT Team and they responded to provide assistance. We were well aware of the Team's ability to investigate the collision as requested, but we were also pleasantly surprised at the added benefit of exposing the field officers to this in-depth investigation. The unique manner in which the Area Officers are absorbed into the MAIT Team function is outstanding. As we stated the additional benefits of officer's training and being made aware of the MAIT Team's function was particularly beneficial.

One of our Officers was assigned to the MAIT Team, Paul Garrett, #8376. He was utterly amazed at the in-depth and systematic manner in which the Team functioned. We greatly appreciate the efforts of Sgt. J. Miller, Officer Don Beasley and Traffic Engineer Dewey Brown. The positive manner in which the Team presented itself will undoubtedly make us and other Areas more likely to call for the MAIT Team assistance in the future.

  
J. G. HUGHES, Captain  
Commander  
cc: Golden Gate Division

County of Santa Clara

California

Office of the District Attorney  
County Government Center, West Wing  
70 West Hedding Street  
San Jose, California 95110  
275-9651 Area Code 408

Louis P. Bergna, District Attorney

August 24, 1979

Sgt. James Miller  
California Highway Patrol  
M.A.I.T. Team  
2490 1st Avenue  
Sacramento, California 95818

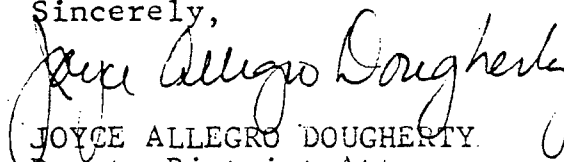
Dear Sir:

I would like to express my gratitude to you for assigning Mr. Dewey Brown to work with me on a vehicular manslaughter case. I was astonished when Mr. Brown showed up on my doorstep just a few hours after I spoke with you. He was extremely helpful to me in preparing the case. I was very impressed with his knowledge and thoroughness, and am delighted to know that the M.A.I.T. teams services are available for us to use.

I am sure that the information available due to Mr. Brown's investigation was an important factor in the defendant's decision to enter a guilty plea to two counts of Penal Code 192(3)(a).

Thank you again for your assistance. I look forward to meeting you if you are ever in this area. I will inform my office about the services of the M.A.I.T. team, so perhaps we will have the opportunity to work together in the future. I certainly hope that you will never be given such limited notice again, however.

Sincerely,

  
JOYCE ALLEGRO DOUGHERTY  
Deputy District Attorney

JAD/vrp

Low McKinn  
Bella R. Chaudhry  
Bella "Bella"

San Francisco - May 10, 1979

Commissioner Glendon B. Craig  
California Highway Patrol  
P. O. Box 898  
Sacramento, CA 95804

Re: CHP Case No. 4-12-79-1735-9725-4597

Dear Commissioner Craig:

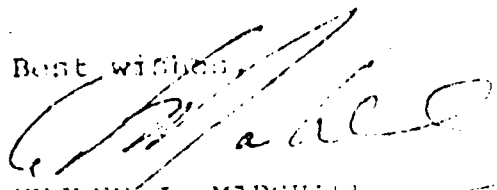
For the past twenty-five years I have been associated with law enforcement and private practice. During this period I have literally prepared and read thousands of criminal and accident reports.

I am sure that you receive many letters of complaint against the CHP and its officers. I, therefore, wish to advise you of the fine work by your department. My office is involved in litigation involving the above captioned case. The report by the investigation team headed by Officer R. H. Scattini, No. 4597, is the finest I have read in my long experience. It is an example of what can and should be accomplished by conscientious officers. Not only does the report make things easier for those of us who must follow upon cases of this nature, it should be used as an example for your own department and also for local police departments.

As you can see, Commissioner, I am thoroughly impressed with the work done by your team and I could continue to expound upon my views. All of this, of course, would be redundant.

Please extend my thanks and congratulations for an excellent job to all of the officers under your command who were involved in the investigation of this case, on behalf of both Mr. Melvin Belli and myself.

Best wishes,

  
EUGENE J. MARSHALL  
Chief of Investigation

EJM/mv



NEAL P. McCASLIN  
DISTRICT ATTORNEY

April 16, 1979

Captain Richard R. Noonan  
California Highway Patrol  
P. O. Box "N"  
Fairfield, CA 94533

Re: Luther Gibson Matter

Dear Captain:

Mr. McCaslin has asked me to express our office's appreciation for your cooperation in this matter.

And a special thanks for the "Traffic Accident Reconstruction" Team and their fine investigation and report.

Appreciatively,

  
CHARLES H. MEYERHERM  
CHIEF DEPUTY

CHM:nc

The following report is included as an example of a completed Multidisciplinary Accident Investigation Team investigation. Copies of additional investigations are on file with the California Highway Patrol, Commercial and Technical Services Section, as they are too voluminous to include in this text.

SONORA AREA

JULY 22, 1979

CASE

INVESTIGATION TEAM

Frank Jackson, #3157, Primary Investigating Officer, Sonora

NORTHERN CALIFORNIA MULTIDISCIPLINARY  
ACCIDENT INVESTIGATION TEAM MEMBERS

Team Leader

James R. Miller, #5071, Sergeant, Valley Division, Sacramento

Caltrans Engineer

D. Brown, Traffic Engineer, Valley Division, Sacramento

Physical Evidence

Jim Young, #2117, Traffic Officer, Modesto

Motor Carrier Operations Specialist

Russ Porter, M.C.O.S., Merced

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# TRAFFIC COLLISION REPORT DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

PAGE 1 OF

SPECIAL CONDITIONS  <b>Fatal</b>		NO. INJURED <b>3</b>	H & R FELONY <input type="checkbox"/>	CITY <b>Unincorporated Jamestown</b>		JUDICIAL DISTRICT		NUMBER	
		NO. KILLED <b>8</b>	H & R MISO. <input type="checkbox"/>	COUNTY <b>Tuolumne</b>		REPORTING DISTRICT <b>11</b>		<b>7- -55</b>	

LOCATION	COLLISION OCCURRED ON <b>SR 120, 1000' east of 120 Tuo. 8<sup>0</sup></b>				MO. <b>7</b>	DAY <b>22</b>	YR. <b>0235</b>	TIME (2400) <b>9-425</b>	NCIC NUMBER <b>3157</b>	OFFICER I.D.
	<input type="checkbox"/> AT INTERSECTION WITH <input type="checkbox"/> OR: <b>274</b> <b>xxxeast of LaGrange Road (J-59)</b>							INJURY, FATAL OR TOW AWAY <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		STATE HWY RELATED <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

PARTY 1	NAME (FIRST, MIDDLE, LAST)						STREET ADDRESS					
	DRIVER'S LICENSE NUMBER		STATE <b>Tex.</b>	MO. <b>6</b>	BIRTHDATE DAY <b>4</b>	YR. <b>61</b>	SEX <b>M</b>	RACE	CITY <b>Houston, Texas</b>	STATE	PHONE <b>621-</b>	
	VEHICLE YR. <b>78</b>	MAKE/MODEL <b>Chevrolet Camaro Blue</b>	LICENSE NO.		STATE <b>Tex.</b>		OWNER'S NAME <input checked="" type="checkbox"/> SAME AS DRIVER					
	DIRECTION OF TRAVEL <b>West SR 120</b>		ON/ACROSS (STREET OR HIGHWAY)				OWNER'S ADDRESS <input checked="" type="checkbox"/> SAME AS DRIVER					
	SPEED LIMIT <b>55</b>		DISPOSITION OF VEHICLE <b>Vic's Towing</b>		<input type="checkbox"/> BY DRIVER ON ORDERS OF <b>CHP</b>		VEHICLE DAMAGE EXTENT <input type="checkbox"/> MINOR <input type="checkbox"/> MOD. <input checked="" type="checkbox"/> MAJOR <input checked="" type="checkbox"/> TOTAL		LOCATION <b>Front</b>		VIOLETION CHARGED <b>23101 V.C.</b>	

PARTY 2	NAME (FIRST, MIDDLE, LAST)						STREET ADDRESS					
	DRIVER'S LICENSE NUMBER		STATE <b>CA</b>	MO. <b>5</b>	BIRTHDATE DAY <b>19</b>	YR. <b>44</b>	SEX <b>M</b>	RACE <b>-</b>	CITY <b>Sonora,</b>	STATE <b>CA</b>	PHONE <b>586</b>	
	VEHICLE YR. <b>72</b>	MAKE/MODEL <b>Ford Maverick Wht/Gold</b>	LICENSE NO.		STATE <b>CA</b>		OWNER'S NAME <input type="checkbox"/> SAME AS DRIVER					
	DIRECTION OF TRAVEL <b>East SR 120</b>		ON/ACROSS (STREET OR HIGHWAY)				OWNER'S ADDRESS <input type="checkbox"/> SAME AS DRIVER					
	SPEED LIMIT <b>55</b>		DISPOSITION OF VEHICLE <b>Vic's Towing</b>		<input type="checkbox"/> BY DRIVER ON ORDERS OF <b>CHP</b>		VEHICLE DAMAGE EXTENT <input type="checkbox"/> MINOR <input type="checkbox"/> MOD. <input checked="" type="checkbox"/> MAJOR <input checked="" type="checkbox"/> TOTAL		LOCATION <b>Front</b>		VIOLETION CHARGED	


  

PROPERTY	DESCRIPTION OF DAMAGE										

INJURED/WITNESS	WITNESS ONLY	AGE	SEX	EXTENT OF INJURY				INJURED WAS (Check one)						IN VEHICLE NUMBER
	<input type="checkbox"/>	<b>18</b>	<b>M</b>	FATAL INJURY <input type="checkbox"/>	SEVERE WOUND DISTORTED MEMBER <input checked="" type="checkbox"/>	OTHER VISIBLE INJURIES <input type="checkbox"/>	COMPLAINT OF PAIN <input type="checkbox"/>	DRIVER <input checked="" type="checkbox"/>	PASS. <input type="checkbox"/>	PED. <input type="checkbox"/>	BICYCLIST <input type="checkbox"/>	OTHER <input type="checkbox"/>	<b>1</b>	
	NAME <b>(Tex.)</b>													PHONE
	ADDRESS <b>4025 Piping Rock, Houston, Tex. Community by Sonora</b>													TAKEN TO (INJURED ONLY)
INJURED/WITNESS	<input type="checkbox"/>	<b>18</b>	<b>M</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>1</b>	
	NAME <b>(L/R)</b>													PHONE
	ADDRESS <b>Oakdale Doctor's, Modesto by Sonora</b>													TAKEN TO (INJURED ONLY)
	<input type="checkbox"/>	<b>15</b>	<b>F</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>1</b>	
INJURED/WITNESS	NAME <b>(R/F)</b>													PHONE
	ADDRESS <b>, Oakdale Heuton's Mortuary</b>													TAKEN TO (INJURED ONLY)

SKETCH	 <p>INDICATE NORTH</p>		MISCELLANEOUS	
			<p>Driver #1, 5-10, 180, Brn., Brn. Driver #2, 5-9, 190, Brn., Blu.</p> <p>20 photos by Sergeant G. Agatha 40 photos by F. Jackson, 3157</p>	

VEHICLE TYPE		ROAD TYPE	
PARTY 1	<b>01</b>	<input type="checkbox"/> A CONVENTIONAL, ONE WAY	<input type="checkbox"/> E OTHER (EXPLAIN IN NARRATIVE)
PARTY 2	<b>01</b>	<input checked="" type="checkbox"/> B CONVENTIONAL, TWO WAY	
		<input type="checkbox"/> C EXPRESSWAY	
		<input type="checkbox"/> D FREEWAY	



NO. KILLED

COUNTY  
H & H  
MINO.  
(1)

COUNTY

REPORTING DISTRICT

HEAT

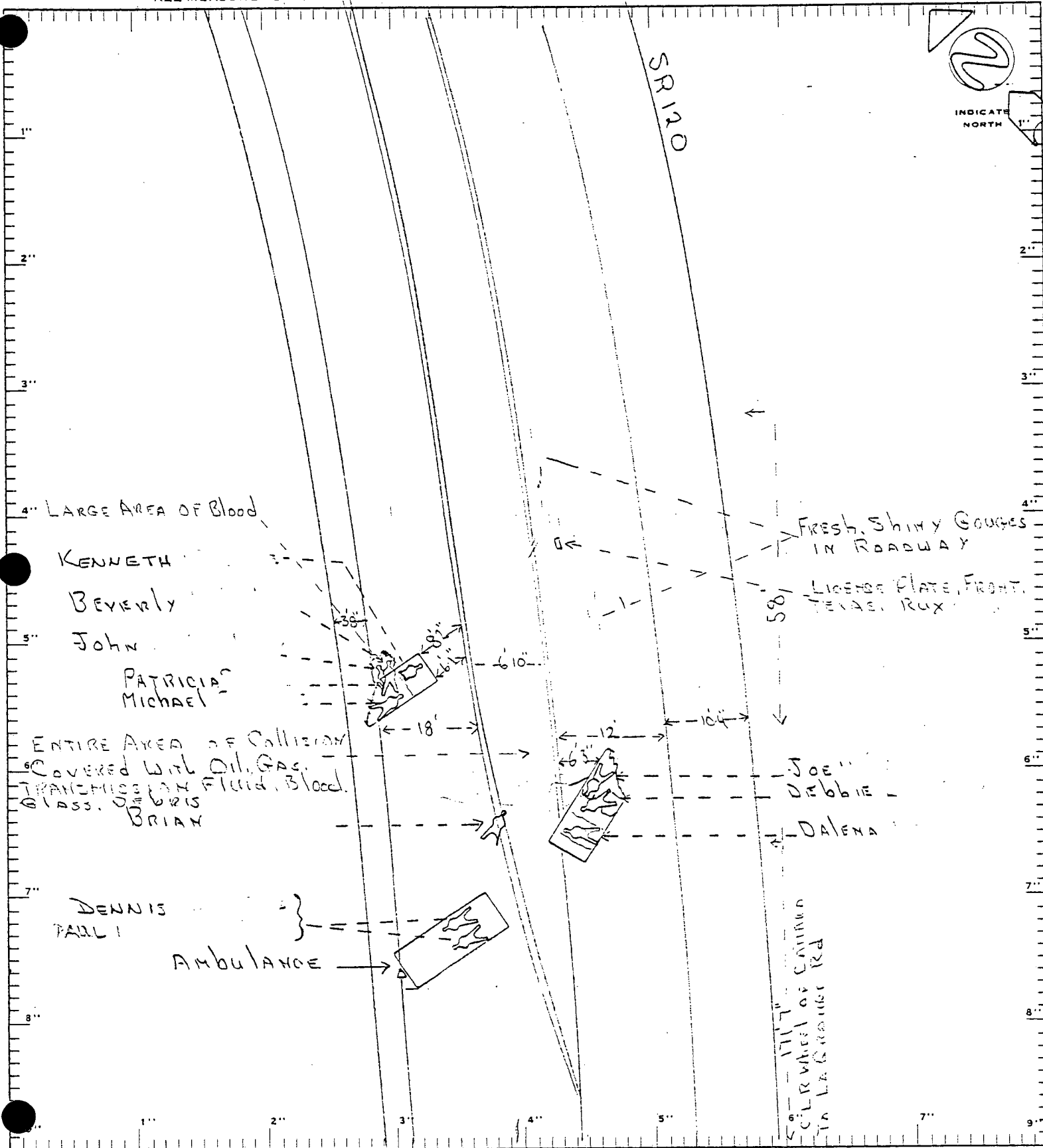
LOCATION		COLLISION OCCURRED ON		MO.	DAY	YR.	TIME (AM/PM)	FILE NUMBER	STATE	FILE NO.
				7	22		0235	9-425		3157
		AT INTERSECTION WITH						INJURY, FATAL OR FOW AWAY		STATE NEW MEXICO
		FROM						ET-105		LINE
		FAMILY OF								
		WITNESS ONLY		AGE	SEX	EXTENT OF INJURY		INJURED WAS (If known)		IN VEHICLE
				15	F			X		1
		NAME								PHONE
		ADDRESS								
		NAME								2
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LOCATION		DIVISION OCCURRED ON		MO. DAY		TIME (24HR)		POLICE NUMBER		FILE NUMBER	
				7 22		0235		9-425		3157	
		CLAY INTERSECTION WITH				INJURY, FATAL OR FOW AWAY		STATE		INVESTIGATION	
		Flow				CLAY		CLAY		CLAY	
INJURED/WITNESS		NAME		AGE		SEX		FATAL		EXTENT OF INJURY	
		Joy Lynette		22		F					
		ADDRESS		12344 - 26 Mile Road,							
		NAME		20		F					
		ADDRESS		25 Stanislaus							
INJURED/WITNESS		NAME		20		M					
		ADDRESS		Dennis							
		NAME		Herb							
		ADDRESS		Trout Gulch Road,							
		NAME		Craig, Tina							
INJURED/WITNESS		ADDRESS		1624 Highway							
		NAME		Robert							
		ADDRESS		Community Hospital							
		NAME		Charlene							
		ADDRESS		Community Hospital							
INJURED/WITNESS		NAME		16		F					
		ADDRESS		Sandra							
		NAME		Langworth,							
		ADDRESS		20		F					
		NAME		Sharon							
INJURED/WITNESS		ADDRESS		East Street,							
		NAME		Valerie							
		ADDRESS		Skyview Drive,							
		NAME		Bob							
		ADDRESS		Street,							
INJURED/WITNESS		NAME									
		ADDRESS		0113 Cowan Oakdale							

# FACTUAL DIAGRAM - NARRATIVE CONTINUATION

DATE OF COLLISION	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
MO. 7 DAY 22 YR.	0235	9-425	3157		5

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = )



<b>SUPPLEMENTAL/NARRATIVE</b> (Check one)		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
<input checked="" type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 335 OR 335-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 335 OR 335-01) <input type="checkbox"/> OTHER:		MO. 7 DAY 22 YR.	0235	9-425	3157		6
LOCATION/SUBJECT						CITATION NUMBER	
CITY/COUNTY						REPORTING DISTRICT	
front; and Beverly , right front. In the right rear was Kenneth . Victims Dennis and Paul . were being attended in the paramedic ambulance. The roadway is an approximate 4% downgrade from east to west and well banked upper side south.							
California Division of Forestry fire trucks were on the scene as well as numerous passers-by and the witnesses listed.							
Driver was identified by documents and cards in his possession. Driver also had in his possession a fictitious identification card listing his age as 21 and listing a fictitious address.							
Driver was identified as the driver by his position behind the wheel; statements of friends that he was driving earlier; and his later identification, at the mortuary, by a close friend Danny of Twain Harte.							
See diagram for roadway layout.							
<b>Injuries</b> Joe Hal , at the time of this report, is in the intensive care unit of Community Hospital, Sonora, in a critical condition. He sustained a ruptured liver, concussion, broken right wrist and hand, as well as numerous lacerations, tooth loss and abrasions.							
Dennis Robert , 9, and Paul , 10, are both in the intensive care units at Doctor's Hospital in Modesto. has a concussion, fractured femur and left ulna, as well as a severe laceration to the right elbow. He also underwent an exolatory laparotomy.							
has a fractured left femur, right tibia, and eye socket bone as well as a concussion.							
PREPARED BY				REVIEWED BY			
NAME		I.D. NUMBER		MO. DAY YR.		NAME	
FRANK JACKSON		3157		7 22 79			
						MO. DAY YR.	

<b>SUPPLEMENTAL/NARRATIVE</b> <i>(Check one)</i> <input checked="" type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
		MO. 7 DAY 22 YR. 79	0235	9-425	3157		7
LOCATION/SUBJECT					CITATION NUMBER		
					BEAT		
CITY/COUNTY					REPORTING DISTRICT		

All other victims (listed on pages one and three) were dead at the scene and were taken care of by the Tuolumne County Coroner (Lieutenant Jim Bland and Deputy Mark Bennett) with the exception of Victim Brian who died approximately 20 minutes after arriving at Doctor's Hospital in Modesto.

BLOOD ALCOHOL AND DRUG ANALYSIS

Joe Hal was placed under arrest for violation of Section 23101 CVC and a blood sample was drawn for the purpose of alcohol and drug analysis. The blood sample was drawn approximately 2½ hours after the collision, result was .08 alcohol, negative drugs. Blood samples were taken during the post mortem from the victims with the following analysis results.

1. Michael Charles  
Alcohol - .00    Drugs - negative
2. Patricia Ann  
Alcohol - .12    Drugs - negative
3. Beverly  
Alcohol - .03    Drugs - negative
4. Debbie Ann  
Alcohol - .17    Drugs - negative
5. Dalena  
Alcohol - .13    Drugs - negative

PREPARED BY			REVIEWED BY		
NAME	I.D. NUMBER	MO. DAY YR.	NAME	MO. DAY YR.	
FRANK JACKSON	3157	7 22 79			

## AUTO DIAGRAM REPORT

Case Number: 7-92-79, 0235, 9-425 <sup>3157</sup> Location: SR 120, E. of LA GRANGE  
 Officer(S): FRANK JACKSON Date: 7-22-79 Time: 0235

ITEMS OF  
EVIDENCE

PHOTOGRAPHS

Wheel Measurements:

F        R        WB       

DIRECTIONS

Evidence:       Photos       Scene No:       Lic. No: FWVeh. Color: CRN / BRNMake: FORDType: MAVERICKImpounded  
Yes: X No:       

SEATING ARRANGEMENT

BUCKET SEATS  
IN FRONT

MICHAEL

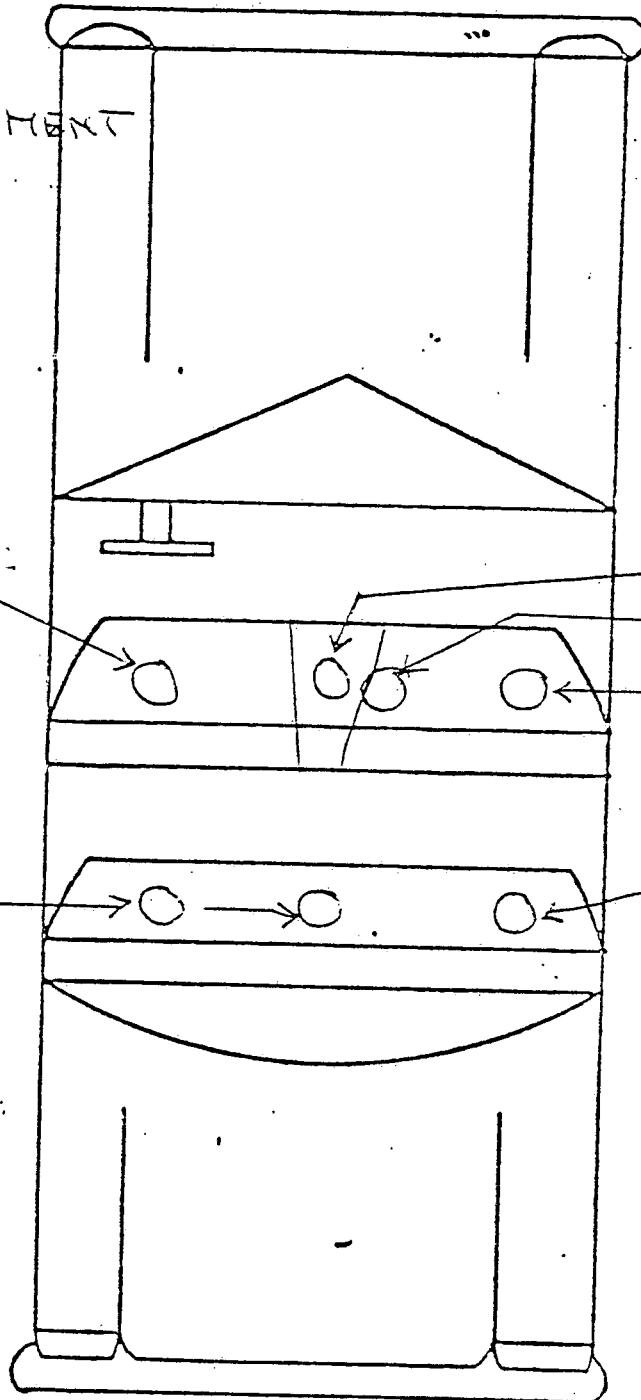
JOHN

PAT.

BEVERLY

PAUL

KENNETH

DENNIS  
(UNKNOWN EXACT  
POSITION)



# AUTO DIAGRAM REPORT

Case Number: 7-22-79 02359425-3157 Location: SR 120, E. OF LAGRANGE RD

Officer(S): FRANK JACKSON Date: 7-22-79 Time: 0235



ITEMS OF  
EVIDENCE

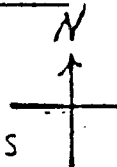


PHOTOGRAPHS

Wheel Measurements:

F        R        WB       

DIRECTIONS



Evidence:       

Photos       

Scene No:       

TEXAS  
Lic. No: RUX

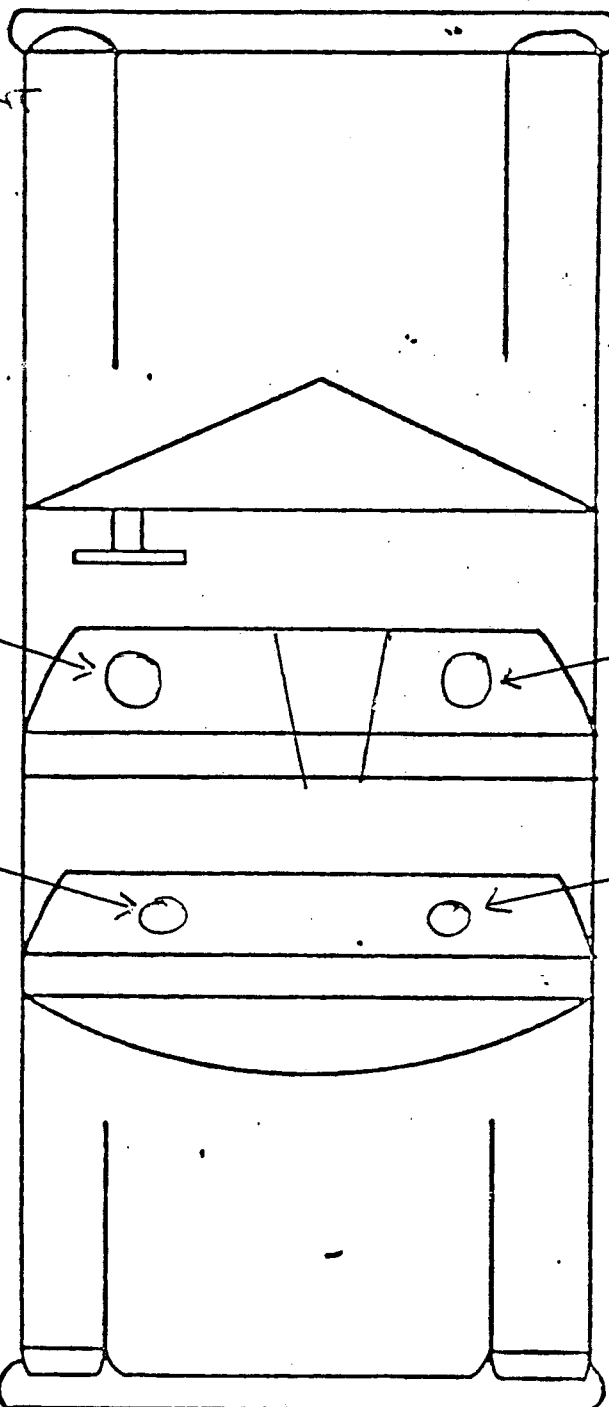
Veh. Color:  
SILVER BLUE

Make: CHEV.

Type: CAMARO

Impounded  
Yes: X No:       

SEATING ARRANGEMENT



JOE HALL

BUCKET SEAT  
IN FRONT.

Debbie

BRIAN

DALENA

BASED ON OBSER-  
VATIONS. AT TIME  
OF

<b>SUPPLEMENTAL/NARRATIVE</b> (Check one)	DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
<input checked="" type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 333 OR 333-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 333 OR 333-01) <input type="checkbox"/> OTHER:	MO. 7 DAY 22 YR. 79	0235	9-425	3157		10
LOCATION/SUBJECT					CITATION NUMBER	
CITY/COUNTY					BEAT	
					REPORTING DISTRICT	

**PHYSICAL EVIDENCE (Roadway)**

**Note**  
 For the purposes of the MAIT reconstruction, a base line was measured along the centerline through the accident scene for 1000 feet. It was marked off in 25 feet stations and numbered 0 through 1000. The centerline of LaGrange Road is at 157-5. Survey Monument east of point of impact at 471-2. Station 425 was nearest point of impact. All measurements taken from the centerline at stations along base line. South side of centerline is referred to as right and north side referred to as left.

**Skid Marks**  
 A single side brush skid started in eastbound lane. It angled west into dividing section. It began 35½" right of 426-10, crossed centerline at 420-8 and terminated 59" left 409-0. Mark began as a distorted tire smudge, heavy and wide. The heavy portion narrowed down to an apex and continued much lighter and narrower than it began. As it got into dividing section approximately half its length there was a short break in it. When it became visible again, it was a little off set to east. It is possible this was due to a slight deviation or could be another skid mark.

**Gouge Marks**  
 Note: Gouge marks were measured and numbered opposite the way they were made. They were made east to west and numbered opposite - #1 being the last one made.

Marks started in eastbound lane near centerline. Most of them angling to south and then back north toward vehicle 1 at rest. One cluster of marks started on centerline and extended into eastbound lane angling to east. These were attributed to vehicle 2.

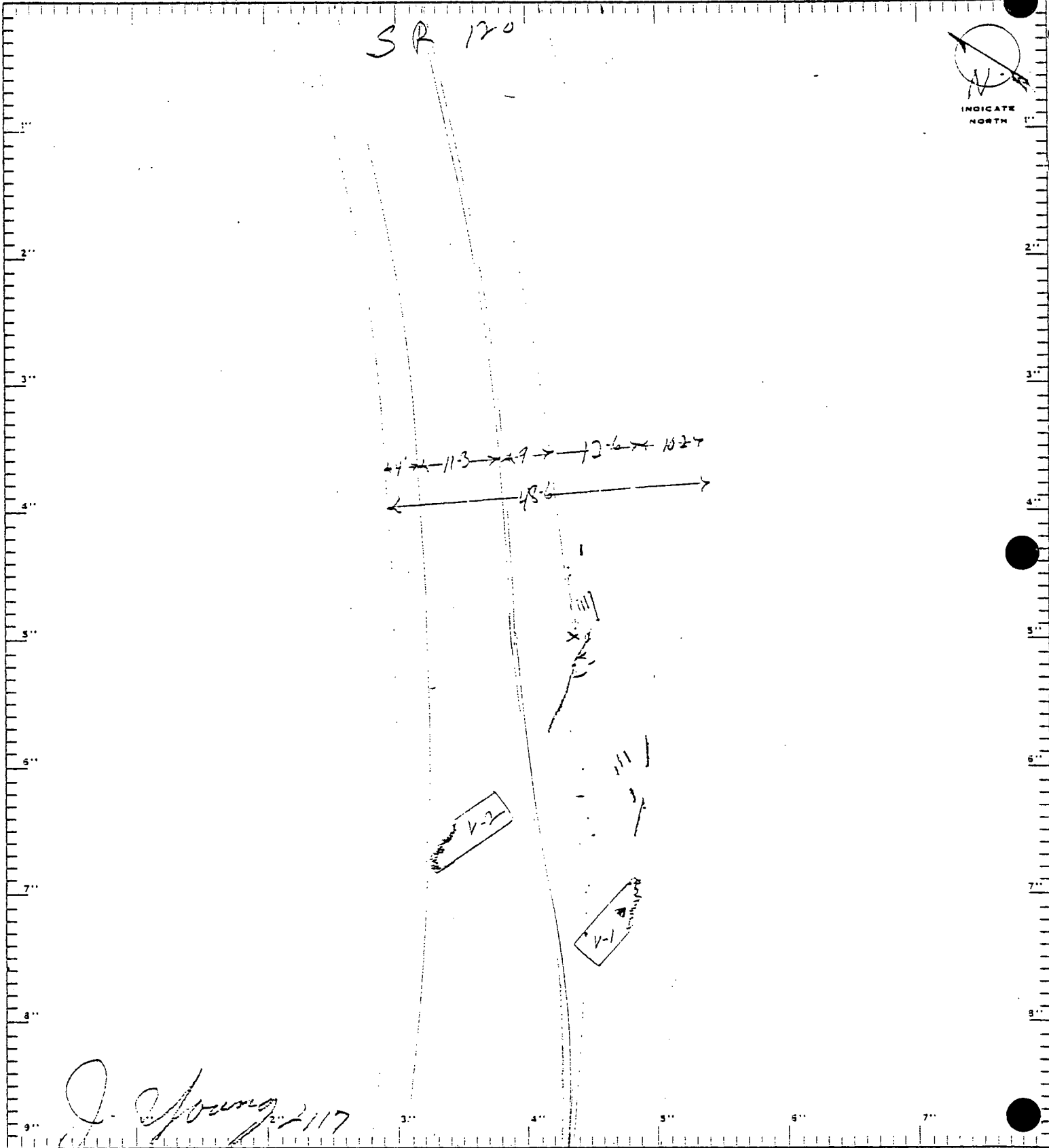
PREPARED BY				REVIEWED BY				
NAME	I.D. NUMBER	MO.	DAY	YR.	NAME	MO.	DAY	YR.
FRANK JACKSON	3157							

SUPPLEMENTAL/NARRATIVE (Check one)		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE	
<input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 355 OR 355-01)		MO. 7	DAY 22	YR. 79	0235	9-425	3157	
<input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 355 OR 355-01)		LOCATION/SUBJECT					CITATION NUMBER	
<input type="checkbox"/> OTHER:							BEAT	
		CITY/COUNTY					REPORTING DISTRICT	
1. The west most mark 98" right 393-6 west end 113 1/2" right 399-2 east end								
2. 103 1/2" right 399-2 west end 98' right 401-7 east end								
3. 119" right 404-0 west end 119" right 408-11 east end								
4. Cluster of gouges 5-5 x 1-2 to left #3. Center of cluster 72" right 406-4.								
5. Cluster of gouges attributed to vehicle 2. Cluster 44" x 18" started at centerline and angled slightly east into eastbound lane center of cluster 7" right 423-1 and were aligned.								
6. 49 1/2" right 427-1 to 36" right 429-11 This is the deepest widest gouge mark. It is accompanied by four shorter marks between it and centerline which run parallel to it.								
7. The east mast mark is 8" long and is parallel to centerline 34" right 433-10.  A centrifugal skid began 19'1" right of station 6 + 82'8" and ended 18'11" right of station 6 + 21'1 1/2". The apex of the skid was away from centerline relative to its beginning. The mid ordinate was 8" with a chord of 62'.								
PREPARED BY				REVIEWED BY				
NAME	I.D. NUMBER	MO.	DAY	YR.	NAME	MO.	DAY	YR.
FRANK JACKSON	3157							

# FACTUAL DIAGRAM - NARRATIVE CONTINUATION

DATE OF COLLISION		TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
MO.	7 DAY 22	0235	9425	3157		12

ALL MEASUREMENTS ARE APPROXIMATE AND NOT TO SCALE UNLESS STATED (SCALE = 1" = 30')



<b>SUPPLEMENTAL/NARRATIVE</b> <i>(Check one)</i> <input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
		MO. 7 DAY 22 YR. 79	0235	9425	3157		13
LOCATION/SUBJECT					CITATION NUMBER		
					BEAT		
CITY/COUNTY					REPORTING DISTRICT		

**OTHER FACTS**

On Wednesday, July 25, 1979, this Officer left the home of \_\_\_\_\_ and Tina \_\_\_\_\_ in Manteca at 1210 hours and proceeded toward Sonora on Highway 120.

Driving legal speeds and with a calibrated speedometer (accurate to less than one mile per hour at any speed). The trip to the point of collision of the \_\_\_\_\_ accident was 54 minutes. I was held up for moderate time periods by heavy traffic in both Escalon and Oakdale. I arrived at the point of impact at 1304 hours.

Weights on bodies in 11-44 estimated by Dr. Thornton:

\_\_\_\_\_ Car

Michael \_\_\_\_\_, Driver - 200 lbs.

Patricia \_\_\_\_\_, center front - 130 lbs.

Beverly \_\_\_\_\_, right front - 130 lbs.

John \_\_\_\_\_, center front - 60 lbs.

Kenneth \_\_\_\_\_, right rear - 50 lbs.

Paul \_\_\_\_\_, rear - 90-100 lbs.

Dennis \_\_\_\_\_, rear - 70-80 lbs.

\_\_\_\_\_ May Car

Driver \_\_\_\_\_ - 160 lbs.

Debbie \_\_\_\_\_, right front - 130 lbs.

Dalena \_\_\_\_\_, right rear - 120 lbs.

Brian \_\_\_\_\_, left rear - 175 lbs.

PREPARED BY		I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY		I.D. NUMBER	APPROVED
NAME/RANK			MO. DAY YR.	NAME/RANK			MO. DAY YR.
FRANK JACKSON		#3157	: : :				: : :

<b>SUPPLEMENTAL/NARRATIVE</b> (Check one)		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE	
<input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:		MO. 7 DAY 22 YR. 79	0235	9-425	3157		14	
		LOCATION/SUBJECT					CITATION NUMBER	
		CITY/COUNTY					REPORTING DISTRICT	
<b>PHYSICAL EVIDENCE (Vehicles)</b>								
Vehicles were examined and distortion measured on 7/24/79 at 1500 hours by Dewey Brown, Sergeant Jim Miller and myself.								
Damage was nearly identical to both vehicles which had obviously struck headon, offset 2 feet to left. The right front was smashed and rearward back to and including right doors. Right front wheels were forced rearward and under vehicles near center. Right frame rails were buckled upward and very slightly to right. Impact damage was all the way across the front with the exception of the left 2 feet. All crushing damage was straight back, indicating vehicles had hit straight on in relation to each other. The roofs were buckled upward and floors downward near center. All metal deformation was longitudinal again indicating straight on impact rather than angular impact. Outline of vehicle bodies were deformed into a bow shape, outward on left and inward on right.								
A match point on the fronts of vehicles was located. It consisted of the exposed point of the right front frame rail of vehicle 2 being driven into the steering linkage and front frame crossmember to the extent it dented it. These match points were 13" to right of center on both vehicles.								
Deformation measurements as follows: <u>Vehicle 1 Camaro:</u> Factory length 197.6"; factory width 74.5"; wheelbase 108". Left Front corner was 14'8" from rear bumper and 43" to right of left side line. Right front corner was 8' from rear bumper. 111½" center to center of left wheels. 57" center to center of right wheels. Hood was displaced upward and rearward. The left front corner protruded further forward and right front corner further to right than front corners of vehicle.								
PREPARED BY				REVIEWED BY				
NAME		I.D. NUMBER		MO. DAY YR.		NAME		
FRANK JACKSON		3157						

<b>SUPPLEMENTAL/NARRATIVE</b> <i>(Check one)</i> <input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:	DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
	MO. 7 DAY 22 YR. 79	0235	9-425	3157		15
	LOCATION/SUBJECT				CITATION NUMBER	
	CITY/COUNTY				BEAT	
					REPORTING DISTRICT	

Vehicle 2 Maverick:

Factory length 186.3"; factory width 70.6"; wheelbase 109.9".

Left front corner was 13'5" from rear bumper and 40" to right of left side line.

Right front corner was 8' from rear bumper.

112" center to center of left wheels.

67" center to center of right wheels.

Russ Porter MCOS handled the mechanical inspection and study of vehicles. All light bulbs were removed and placed in evidence for future checking to determine if they were burning at time of accident. Speedometers were removed and placed in evidence for future checking to determine if possible what they read at time of accident. Brake pedal pads were removed and placed in evidence to be matched with shoes of drivers which were also in vehicle. The right shoe removed from vehicle 2 (Maverick) had a black rubber smudge at approximately ball of foot. Pattern of smudge matched that of brake pedal pad vehicle 2.

PREPARED BY			REVIEWED BY		
NAME	I.D. NUMBER	MO. DAY YR.	NAME	I.D. NUMBER	MO. DAY YR.
FRANK JACKSON	3157				

## AUTO DIAGRAM REPORT

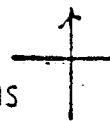
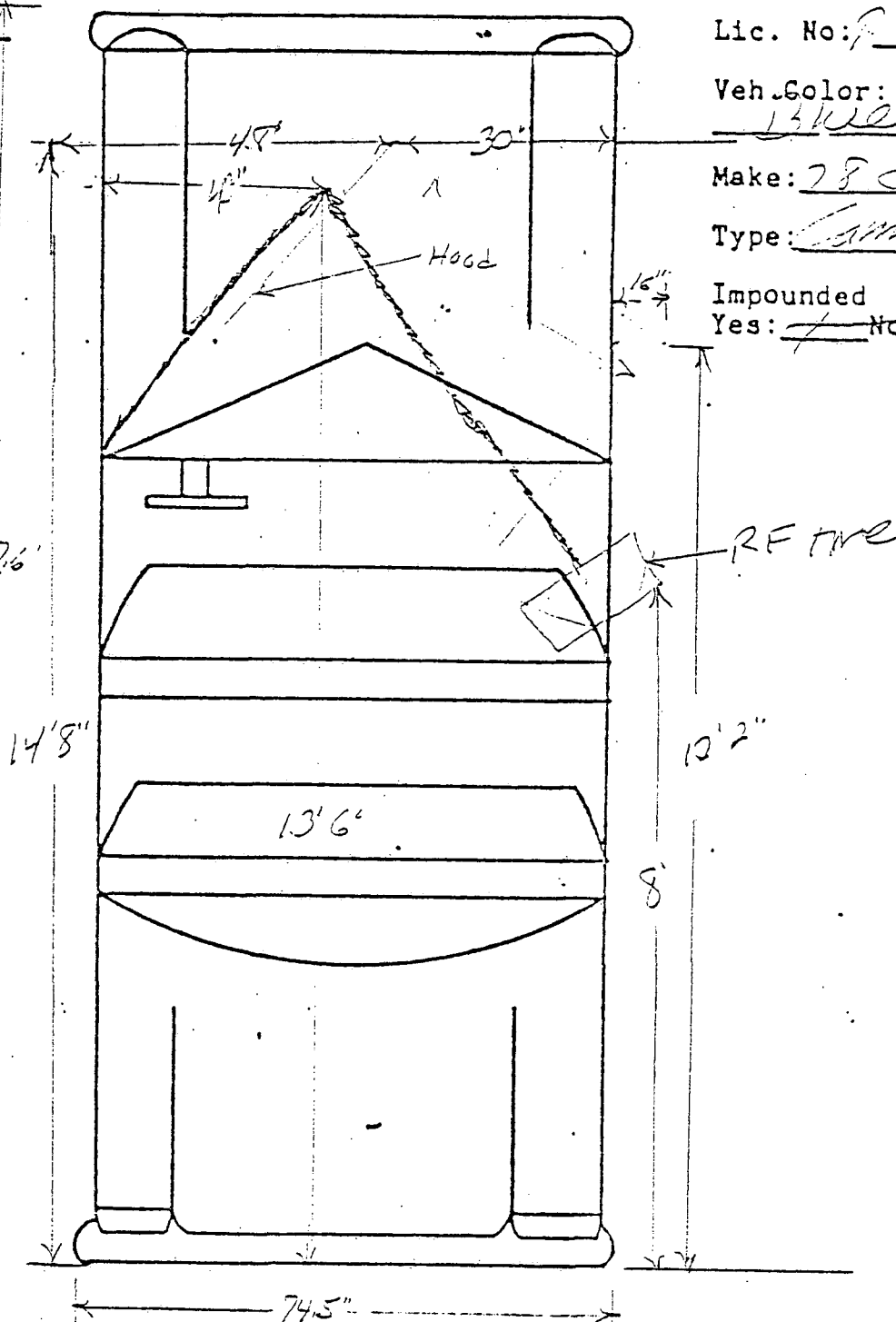
Case Number: 7-79-55 Location: 1115 S. W. 11th St. St. PetersburgOfficer(S): J. J. [unclear] Date: 7-24-79 Time: 1500 hrs.ITEMS OF  
EVIDENCE

PHOTOGRAPHS

Wheel Measurements:

F        R        WB       

DIRECTIONS

Evidence:       Photos       Scene No:       Lic. No: F 721Veh. Color: 13400Make: 78 Chev.Type: CamaroImpounded  
Yes:        No:       Factory  
Length 197.6'

Factory width



# AUTO DIAGRAM REPORT

Case Number: 7-79-55 Location: Vic's Chevron Storage Yard

Officer(S): J. J. Jones 2117 Date: 7-24-79 Time: 1500 hrs

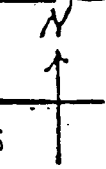
ITEMS OF  
EVIDENCE

PHOTOGRAPHS

Wheel Measurements:

F        R        WB 104.9"

DIRECTIONS



Evidence:       

Photos:       

Scene No:       

Lic. No:       

Veh. Color: Tan

Make: Ford

Type: Mustang

Impounded  
Yes:        No:       

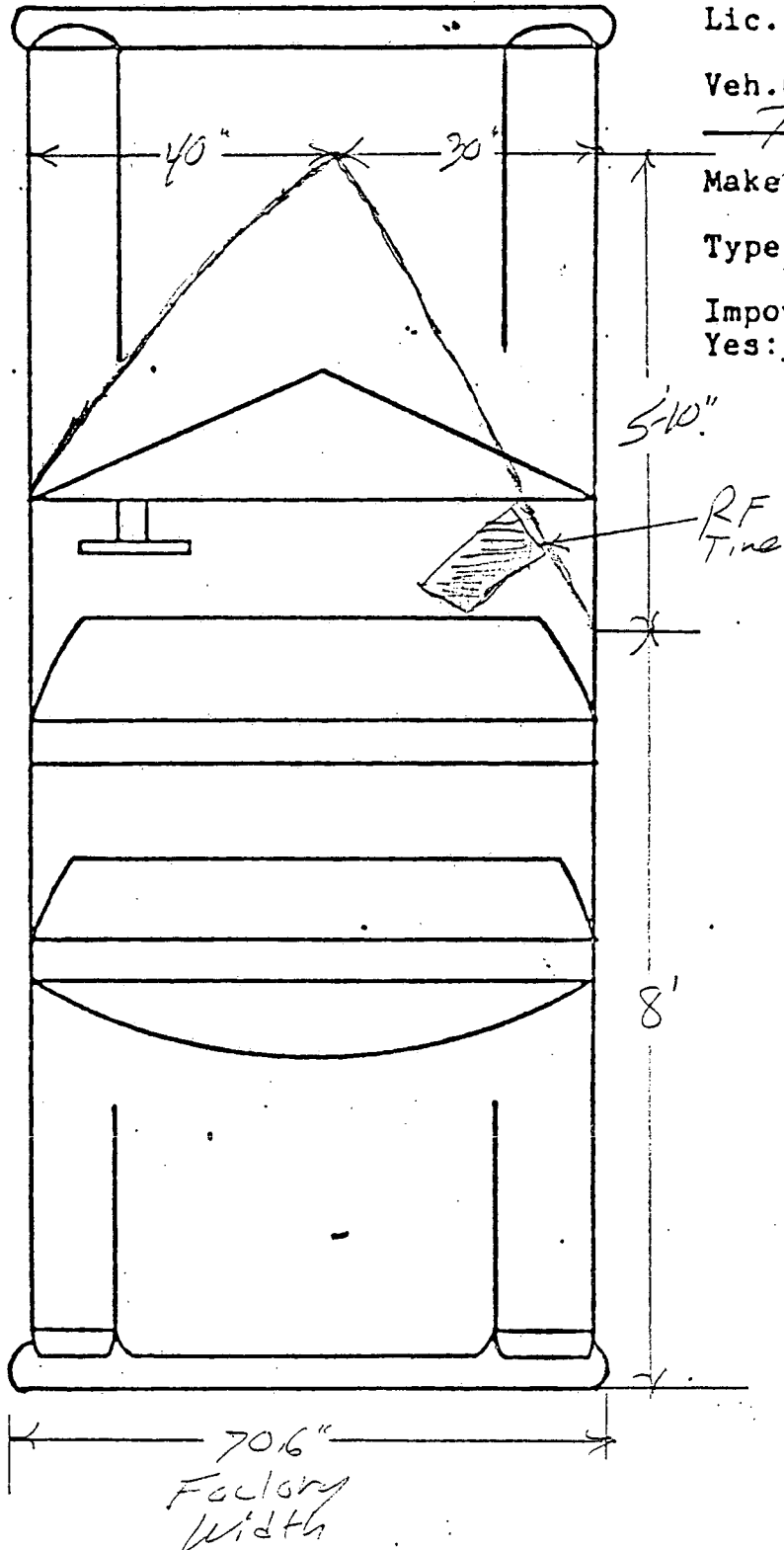


Photo or Slide #	Subject	Subject Dist.	Aperture	Exp. Time	L So
1.	Full front 12' (wide angle)				
2.	Left side full (wide angle)				
3.	Rear full (wide angle)				
4.	Right side full (wide angle)				
5.	Right front quad (wide angle)				
6.	Front 6' (wide angle)				
7.	Left front quad (wide angle)				
8.	Left rear quad (wide angle)				
9.	Right rear quad (wide angle)				
10.	Left side driver position door closed (wide angle)				
11.	Left side driver position door open (wide angle)				
12.	Left interior (wide angle)				
13.	Front (normal lens)				
14.	Right side (normal lens)				
15.	Rear (normal lens)				
16.	Left side (normal lens)				
17.	Left front quarter (normal lens)				
18.	Right front quarter (normal lens)				
19.	Right front quarter (normal lens)				



Laboratory No.

Department No.

Photographer

Date

Camera Used

Film Type and ASA  
Page 20

Photo or Slide #	Subject	Subject Dist.	Aperture	Exp. Time	L. Sp.
	PICTURE LOG				
6-10.	Gauges				
	Odometer Reading				
11.	Westbound Route 120 - 17 <sup>2</sup>				
12.	Westbound Route 120 - 18 <sup>1</sup>				
13.	Westbound Route 120 - 18 <sup>25</sup>				
14.	Westbound Route 120 - 18 <sup>2</sup>				
15.	Westbound Route 120 - 18 <sup>35</sup>				
16.	Eastbound Route 120 - 19 <sup>4</sup>				
17.	Eastbound Route 120 - 19 <sup>5</sup>				
18.	Eastbound Route 120 - 19 <sup>6</sup>				
19.	Eastbound Route 120 - 19 <sup>85</sup>				
20.	Eastbound Route 120 - 19 <sup>92</sup>				
21.	Eastbound Route 120 - 20 <sup>0</sup>				
22.	Eastbound Route 120 - 20 <sup>5</sup>				
23.	Left side easterly				
24.	Left side westerly				
25.	Right side westerly				
26.	Right side easterly				

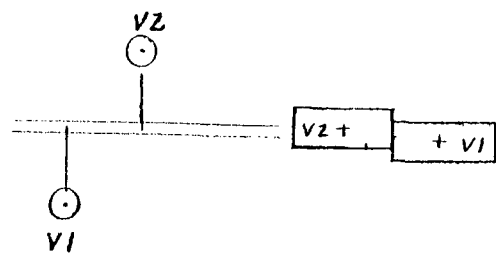
[illegible]



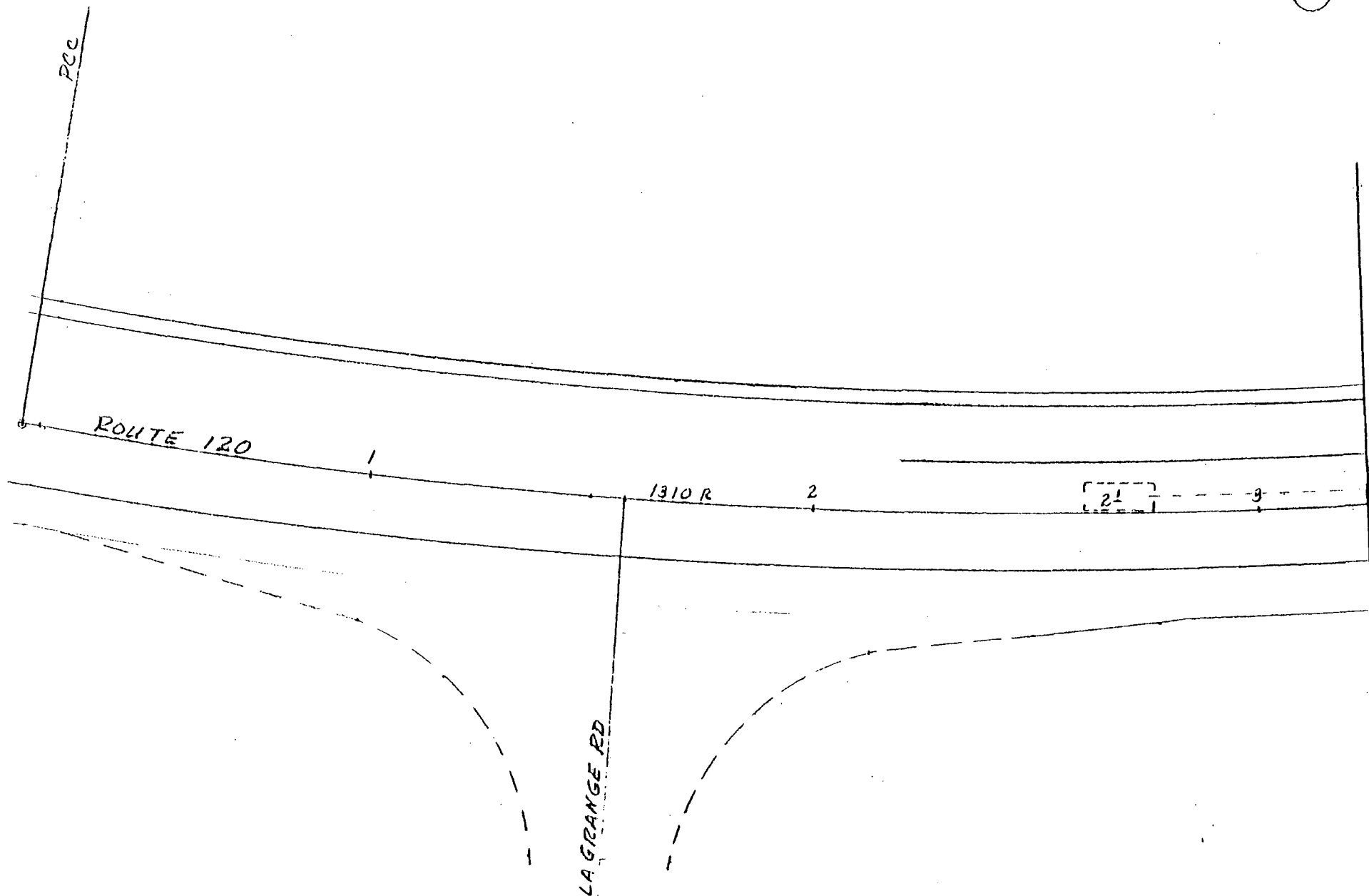




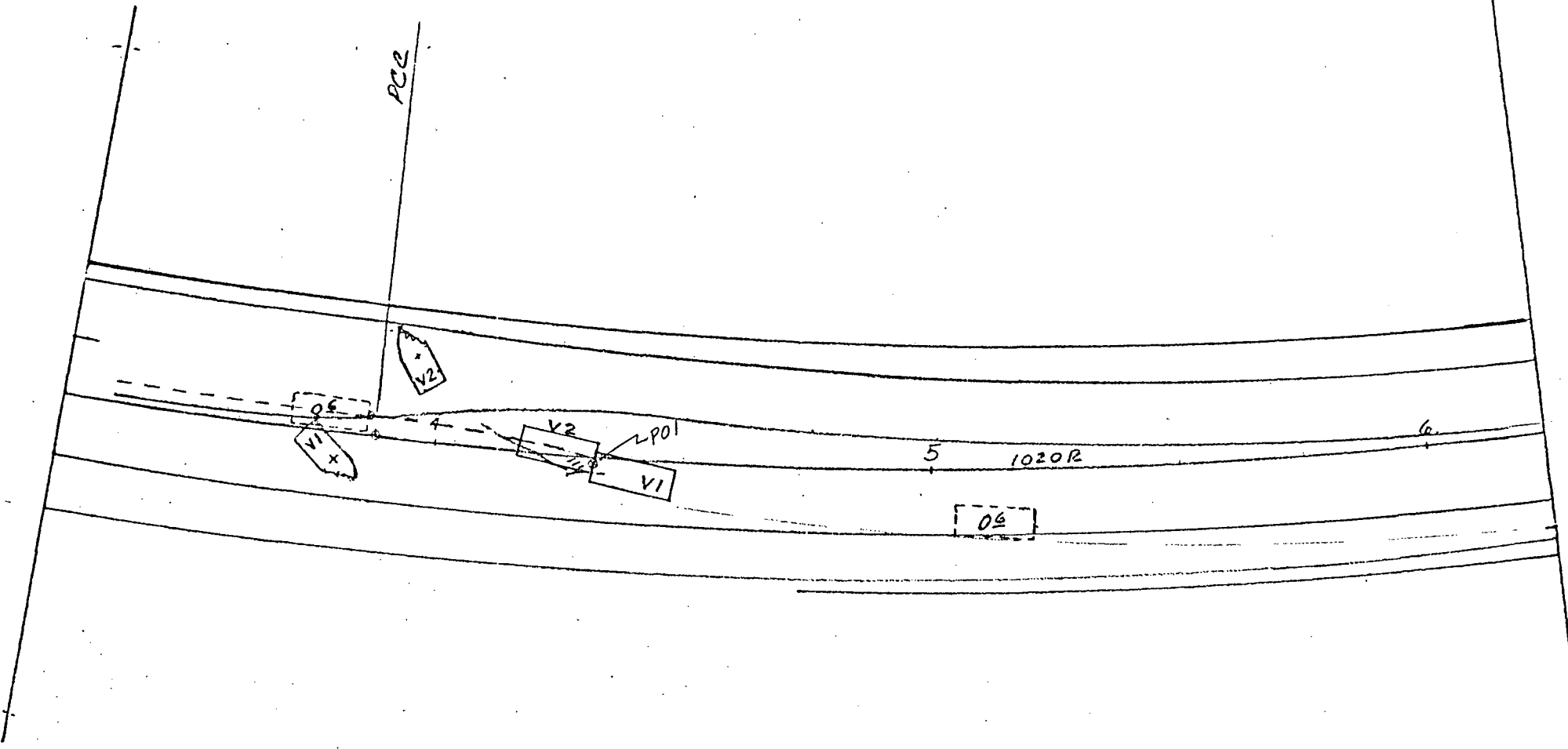


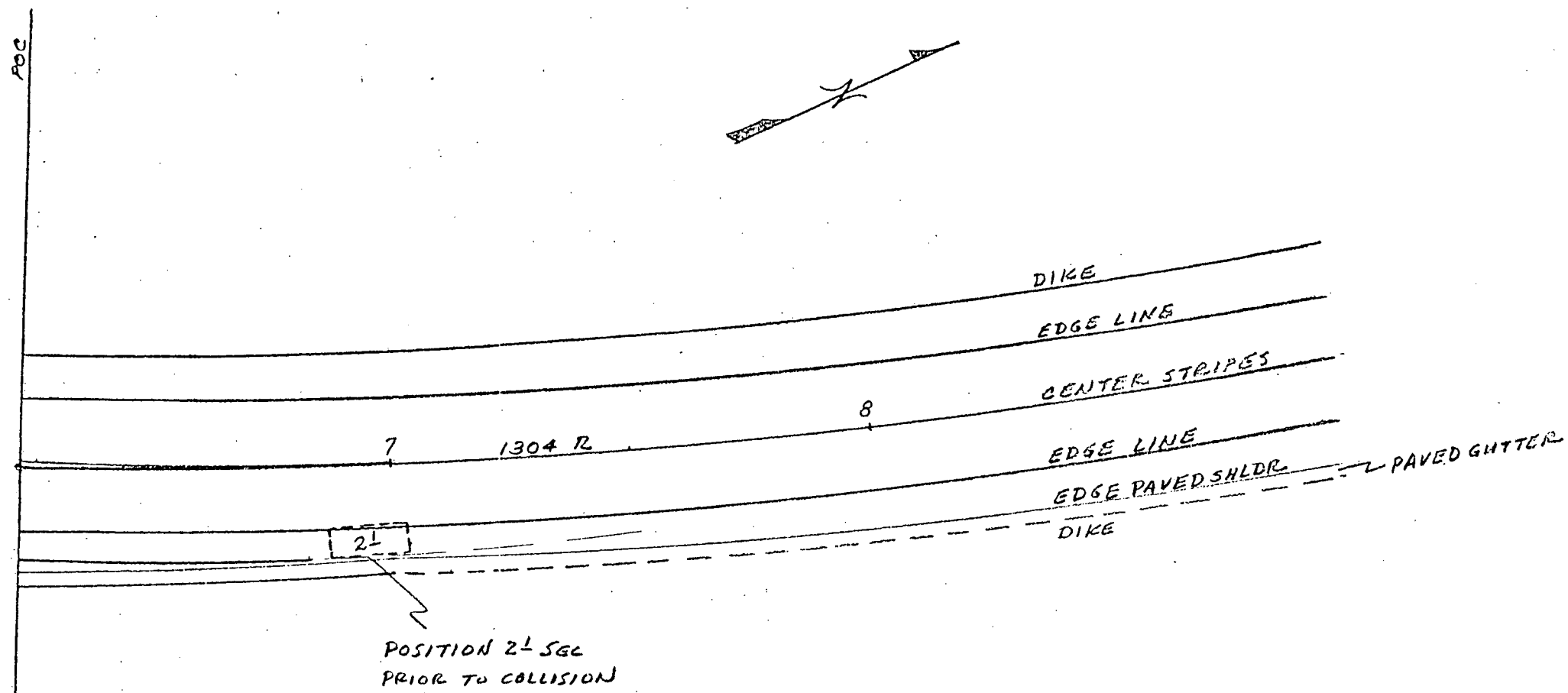


1



POC

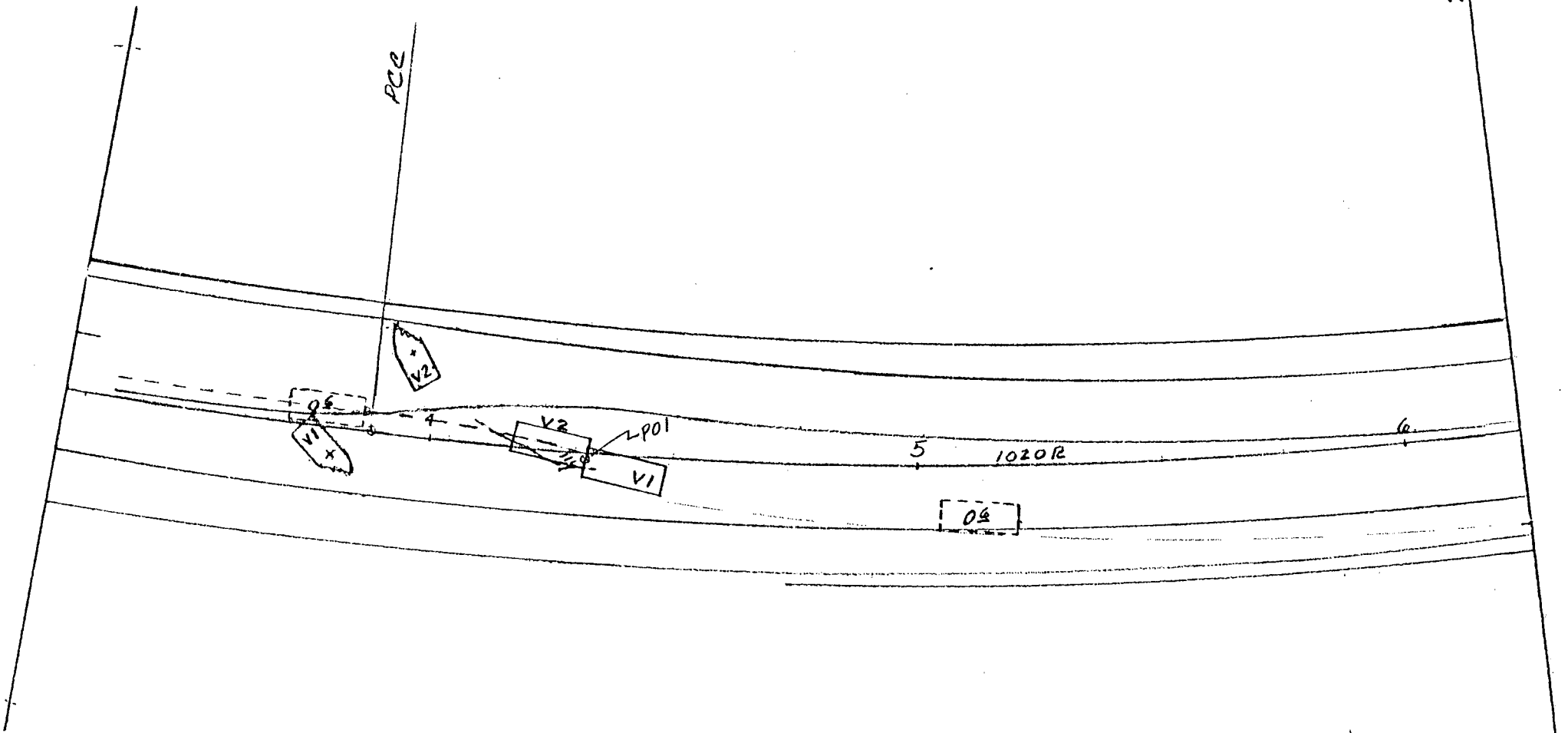


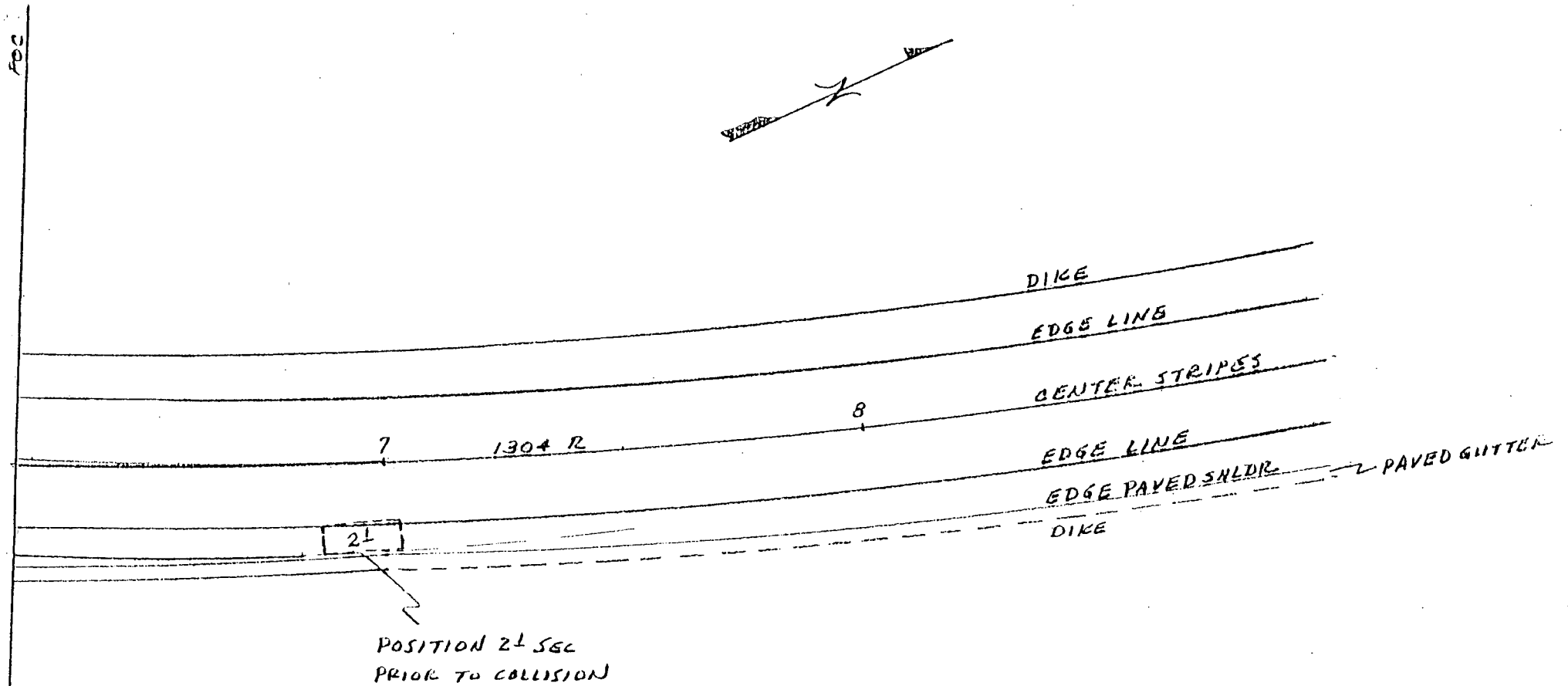


GRAPHIC SOLUTION  
OF  
PRE CRASH DYNAMICS

D R BROWN  
SCALE: 1" = 30'

POC





GRAPHIC SOLUTION  
OF  
PRE CRASH DYNAMICS

D R BROWN  
SCALE 1" = 20'

# SUPPLEMENTAL/NARRATIVE

(Check one)

- ☐ NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)
- ☐ SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)
- ☐ OTHER:

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				BEAT	
CITY/COUNTY				REPORTING DISTRICT	

## CALCULATIONS

### Definition of Terms

e = Grade

f = Drag Factor

c = Chord

L = Length

m = Mid Ordinate

r = Radius

s = Distance

$v_1$  = Pre Impact speed of vehicle 1

$v_2$  = Pre Impact speed of vehicle 2

$v_3$  = Post Impact speed of vehicle 1

$v_4$  = Post Impact speed of vehicle 2

$v_{BC}$ ,  $v_{CA}$ , etc. = Resultant speeds in indicated directions

$w_1$  = Weight of vehicle 1 + passengers

$w_2$  = Weight of vehicle 2 + passengers

### Formulas Used

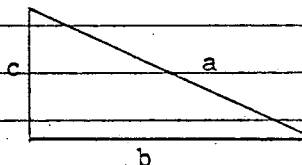
1. Centrifugal skid formula:  $r = \frac{c^2}{8m} + \frac{m}{2}$  feet

$$v = \sqrt{32.2r(f+e)} \text{ feet per second}$$

2. Right triangle relationships

$$a^2 = b^2 + c^2$$

$$\frac{v_a}{L_a} = \frac{v_b}{L_b} = \frac{v_c}{L_c}$$



PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK D R BROWN		MO. DAY YR. : : :	NAME/RANK		MO. DAY YR. : : :

<b>SUPPLEMENTAL/NARRATIVE</b> <i>(Check one)</i> <input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:	DATE OF ORIGINAL INCIDENT	TIME (2400)	NGIC NUMBER	OFFICER I.D.	NUMBER	PAGE	
	MO. 7 DAY 22 YR. 79	0235	9425	3157		30	
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						REPORTING DISTRICT	

3. Conservation of momentum:

Momentum =  $vw$

Momentum in any specified direction before collision remains the same in that direction after collision.

4. Basic skid formula:  $v = \sqrt{64.4fs}$  feet per second

5. Conversion of feet per second (FPS) to MPH:

$(FPS)(.6818) = MPH$

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NAME/RANK		MO. DAY YR.	NAME/RANK		MO. DAY YR.



## SUPPLEMENTAL/NARRATIVE

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☐ NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)

☒ SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)

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DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
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SPEED CALCULATIONS

1. Speed from centrifugal skid located 18.92 feet right of MAIT 6+21<sup>12</sup> to 19.08 feet right of MAIT 6+82<sup>67</sup>

Chord length: 62 feet

Mid Ordinate: 8" (0.667 feet)

$$r = \frac{c^2}{8m} + \frac{m}{2}$$

$$r = \frac{(62)^2}{(8)(.667)} + \frac{.667}{2}$$

$$r = 720.39 + .33$$

$$r = 720.72$$

$$v = \sqrt{32.2r(f-e)}$$

$$v = \sqrt{(32.2)(720.72)(.70-.04)}$$

$$v = \sqrt{15316.74}$$

$$v = 123.76 \text{ FPS } (84.4 \text{ MPH})$$

2. Determination of direction of travel of vehicle 1 and vehicle 2 the instant of time prior to impact.

A. It was determined from an inspection of the vehicles that their paths of travel were parallel with the centers of the vehicles offset approximately 2 feet left.

B. An inspection of a diagram of the points of rest of the vehicles and the approximate point of impact reveal that the laws of conservation of momentum require that the post impact momentum of each vehicle in a direction perpendicular to its pre impact travel must be equal.

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
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				REPORTING DISTRICT		

C. A graphic solution was used to determine the approximate location of the point of impact and the directions of pre impact travel. This solution was then checked by the following calculations to determine if the laws of conservation of momentum were satisfied.

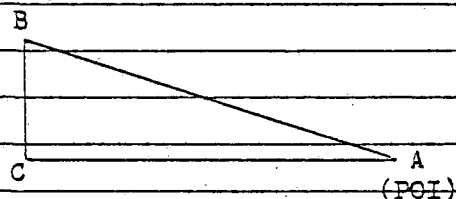
(1) Analysis of post impact movement of vehicle 2 (Maverick)

$$AB = 33.8 \text{ (scaled)}$$

$$AC = 31.8 \text{ (scaled)}$$

$$BC = 11.45 \text{ (calc)}$$

(POR)



Drag factor = estimated post impact drag factor - grade

$$\text{Grade from A to B} = [(31.8)(.0436) + (11.45)(.0945)] \div 33.8$$

$$\text{Grade}_{AB} = (1.39 + 1.08) \div 33.8$$

$$\text{Grade}_{AB} = .07$$

Estimated drag factor of the Maverick after collision (based on examination of vehicle and marks on pavement) is a minimum of .30 and combined drag factor

$$(f) = .30 - .07 = .23$$

$$v_L = \sqrt{64.4fs}$$

$$v_L = \sqrt{(64.4)(.23)(33.8)}$$

$$v_L = \sqrt{500.65}$$

$$v_L = 22.38 \text{ FPS} = v_{AB}$$

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$$\frac{v_{BC}}{BC} = \frac{v_{AB}}{AB}$$

$$\frac{v_{BC}}{11.45} = \frac{22.38}{33.8}$$

$$v_{BC} = 7.58 \text{ FPS}$$

$$\frac{v_{CA}}{CA} = \frac{v_{AB}}{AB}$$

$$\frac{v_{CA}}{31.8} = \frac{22.38}{33.8}$$

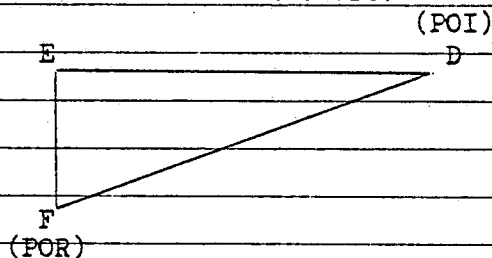
$$v_{CA} = 21.06 \text{ FPS}$$

(2) Analysis of post impact movement of vehicle 1 (Camaro)

$$DF = 59.6 \text{ (scaled)}$$

$$DE = 58.6 \text{ (scaled)}$$

$$EF = 10.87 \text{ (calc)}$$



Drag factor = estimated post impact drag factor - grade

$$\text{Grade from D to F} = \frac{[(58.6)(.0450) - (1.5)(.125)]}{59.6}$$

$$\text{Grade}_{DF} = (2.64 - 0.19) \div 59.6$$

$$\text{Grade}_{DF} = .04$$

Estimated drag factor of the Camaro after collision (based on examination of vehicle and marks on pavement) is a minimum of .40 and combined drag factor = .40 - .04 = .36

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK		MO. DAY YR.	NAME/RANK		MO. DAY YR.

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$$v_3 = \sqrt{64.4fs}$$

$$v_3 = \sqrt{(64.4)(.36)(59.6)}$$

$$v_3 = \sqrt{1381.77}$$

$$v_3 = 37.17 \text{ FPS} = v_{DF}$$

$$\frac{v_{EF}}{EF} = \frac{v_{DF}}{DF}$$

$$\frac{v_{EF}}{10.87} = \frac{37.17}{59.6}$$

$$v_{EF} = 6.78 \text{ FPS}$$

$$\frac{v_{DE}}{DE} = \frac{v_{DF}}{DF}$$

$$\frac{v_{DE}}{58.6} = \frac{37.17}{59.6}$$

$$v_{DE} = 36.55 \text{ FPS}$$

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK		MO. DAY YR.	NAME/RANK		MO. DAY YR.

# SUPPLEMENTAL/NARRATIVE

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- ☐ SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)
- ☐ OTHER:

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				BEAT	
CITY/COUNTY				REPORTING DISTRICT	

(3) Momentum check

$$w_1 = 4124 \text{ pounds}$$

$$w_2 = 3688 \text{ pounds}$$

Momentum perpendicular to pre impact path of travel

$$v_{EF} w_1 = v_{BG} w_2$$

$$(6.78)(4124) = (7.58)(3688)$$

$$27961 = 27955 \quad (\text{close enough})$$

3. Pre impact speed of vehicle 2

A. Estimating pre impact speed of vehicle 1 to be that shown by the centrifugal skid (119.95 FPS)

B. By momentum analysis:

Using westerly direction as positive

$$v_1 w_1 - v_2 w_2 = v_{CA} w_2 + v_{DE} w_1$$

$$(123.76)(4124) - (v_2)(3688) = (21.06)(3688) + (36.55)(4124)$$

$$3688v_2 = 510386.24 - (77669.28 + 150732.2)$$

$$v_2 = 281984.74 \div 3688$$

$$v_2 = 76.46 \text{ FPS (52.13 MPH)}$$

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
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	MO. 7 DAY 22 YR. 79	0235	9425	3157		36
	LOCATION/SUBJECT					CITATION NUMBER
	CITY/COUNTY					REPORTING DISTRICT

### ROADWAY ENVIRONMENT

State Route 120 in Tuolumne County in the vicinity of the accident is a two-way conventional highway with a left turn channelization for westbound traffic at La Grange Road. Lanes for eastbound and westbound traffic are separated by a double yellow line with reflective markers in good condition. A painted island with left turn lane is provided for westbound traffic. There is a white edge line along the outside edge of each lane. The width of both the eastbound and the westbound lanes is approximately 12.7'. The left turn lane is approximately 11.7' wide. A paved shoulder of variable width is provided on both sides of the highway.

The roadway alignment approaching the accident scene from the west enters a curve to the left approximately 871 feet west of the point of impact. The radius of this curve varies from approximately 1304 feet to 1021 feet in order to provide for the widening at the channelized intersection. The curve continues on through the accident area to a point approximately 1206 feet east of the point of impact. The road has a plus grade of approximately 4.3% from west to east with a superelevation of approximately 10%.

The pavement is asphalt concrete in good condition.

Pavement markings are of normal type and in good condition.

The coefficient of friction between an automobile tire and the asphalt concrete pavement as established by test skids with a patrol car is 0.70.

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK D. R. Brown		MO. DAY YR.	NAME/RANK		MO. DAY YR.

<b>SUPPLEMENTAL/NARRATIVE</b> (Check one) <input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01) <input type="checkbox"/> OTHER:	DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
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### TRAFFIC VOLUME

Traffic volumes in 1978 indicate that the annual ADT in this area on Route 120 is approximately 8800 with a peak hour of approximately 1575. The ADT of the peak month is approximately 12950.

### ACCIDENT HISTORY

Within the limits of the curve at the accident location (which is approximately 2077 feet long) there were four accidents in the three-year period ending June 1, 1979. No particular type of accident appears to predominate.

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK		MO. DAY YR.	NAME/RANK		MO. DAY YR.

GROUND DISTANCE	LEFT EDGE LINE	ELEV DIFF	SLOPE DIST	CROSS SLOPE %		ELEV DIFF	GRADE %		CROSS SLOPE %	SLOPE DIST	ELEV DIFF	RIGHT EDGE LINE
9+00	662	120	1232	933		780						
+50	437	114				601	179	353			127	722
2+00	235	126				411	190	350			113	559
+50	080	125				205	206	412			119	324
7+00	822	?	13-		?	062				1241	?	119
+50	927	223				055	225	450			130	125
6+00	690	140				830	206	412			135	965
+75			1617	953		624	203	403	1054	1233	154	758
+50	457	167				421	204	403			152	553
5+00	240	181				217	216	432			136	343
+50	019	192				001	233	467	1092	1250	143	144
+25			2217	945		768	245	491			142	910
4+00	792	219				523	220	440	1086	1283	135	658
+50	522	246	2392	1013		303	166	424			152	435
+25						197	107	423	1040	1267	131	328
2+00	847	243				090	215	430			153	223
+50	600	275				875	234	443			153	023
1+00	402	249				651	235	450			125	716
+50	173	253				426	118	472			112	545
+25						308			803	1292	104	412

GRADE AND CROSS SLOPE

CALC: DR. BROWN

CHK: J. Young 2/17



412.03'

$R=1310'$   
 $\Delta=16^{\circ}02'16''$   
 $T=184.55'$   
 $L=366.69'$

$R=1020.83'$   
 $\Delta=13^{\circ}14'08''$   
 $T=118.44'$   
 $L=235.82'$

100.00 P.O.C. Const.  $\Delta$   
02.51 P.O.C. Const.  $\Delta$

430+36.00 P.O.C. TUO-13-A=  
0+00 P.O.T. LaGrange Rd.

432+66.69 P.C.C. Const.  $\Delta$   
432+66.02 P.O.C. Const.  $\Delta$

Painted Island &  
Type "B" Raised Bars  
Spacing 10' O.C.

435

FO S

N44°44'51"W

Exist. Shoulder

Relocate Existing  
Survey Monument

A.C. Dike

Exist. & Survey Mon. 23' Rt.  
B.M. Elev. 1071.43  
10/11/11

Conform

Double Stripe

Approx. R/W

<b>SUPPLEMENTAL/NARRATIVE</b> (Check one)		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
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<input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 155 OR 155-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 155 OR 155-01) <input type="checkbox"/> OTHER:		LOCATION/SUBJECT				CITATION NUMBER	
						BEAT	
		CITY/COUNTY				REPORTING DISTRICT	

<b>VEHICLE DESCRIPTION</b>
1978 Chevrolet
VIN 1087UBL6
License No. Texas
Speedometer Reading 25977
Engine Type: V8 Gasoline
Transmission Type: Automatic
Steering: Integral power steering
Brakes: Power, disc on front, drum type on rear
Tires: FR60-14
Suspension: Coil springs to the front; leaf spring to the rear
<b>INSPECTION FINDINGS</b>
Engine
Engine received considerable damage to the front and rear. This damage would have caused the engine to stop running upon impact. The crankshaft pulley was jammed against the radiator and the bell housing was broken. Both side engine mounts were broken and breaks in rubber mounts appear fresh.
Transmission
There was no inspection of the transmission due to the extreme damage.
Steering
Steering free play was within adjustment standards. Steering was checked without the power pump in operation. All of the power steering hoses appeared to be in good condition prior to the accident. The steering column had apparently collapsed, allowing it to come

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK	MO. DAY YR.	NAME/RANK	MO. DAY YR.	NAME/RANK	MO. DAY YR.
R.W. PORTER, A.M.C.O.S.	A2307				
JAMES JACOBS, S.T.O.	4732				

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loose from the shear fittings at dash mount. All of the steering linkage appeared to be in good condition prior to the accident. Power steering fluid level in reservoir was full.

### Brakes

Brake fluid reservoir level was checked and found to be full. Initial inspection did not reveal any fluid leaks; however, when the brake pedal was depressed to check for pedal free play, a leak developed on the right side. Due to the extreme damage to the right side, there was no attempt made to locate the leak. Due to the fact that this vehicle had a split master cylinder, another check for pedal free play indicated that 1" pedal travel would lockup the rear brakes. All of the wheels and brake drums were removed in order to inspect linning and self-adjustment linkage. Front brakes were disc and do not require any linkage for self adjustment. Rear wheel self-adjustment linkage was all intact and appeared to be in good condition. Brake linning on front brakes was in excess of 1/4". All of the linning on rear brakes were at least 3/16" thick. Both rear drums and front rotors were in good condition.

### Tires

All four tires were FR 60-14. Tire inflation and tread depths were as follows:

Right front	Flat	11/32"
Left front	Flat	11/32"
Right rear	Flat	11/32"
Left rear	29 lbs	11/32"

Tires were in apparent good condition prior to the accident.

### Suspension

Front suspension was coil spring; rear suspension was leaf spring. All indications were that the vehicle suspension was in good condition prior to the accident.

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JAMES JACOBS, S.T.O.	4732				

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Lights

During initial inspection of lights, it was noted that the headlamp switch was in the parking light position. The left tail and stop light bulb was removed; both filaments were still intact. The right tail and stop light bulb was removed. This bulb only had one filament. The left headlamp was missing. Right headlamp was broken, and the light filaments were still intact. The broken right headlamp was removed. Both front turn signal sockets were removed; right side still had part of the bulb intact. All of the removed items were entered into evidence. The headlight dimmer switch was damaged and not removed.

Speedometer

Speedometer was removed and entered into evidence.

Miscellaneous

During the inspection it was noted that the throttle pedal had been damaged. The pedal was removed and entered into evidence.

OPINIONS AND CONCLUSIONS

There were no mechanical defects noted that would have contributed to this accident. However, there were indications on the throttle pedal that the driver probably had a foot on the throttle at time of impact.

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<u>VEHICLE DESCRIPTION</u>							
1972 Ford							
VIN No. 2K92F 03							
License No. California							
Speedometer Reading 67516							
Engine Type: V8 Gasoline							
Transmission Type: Automatic							
Steering: Power assist type							
Brakes Type: Hydraulic, no power assist							
Tires: G78x14							
Suspension: Coil springs to the front; leaf springs to the rear							
<u>INSPECTION FINDINGS</u>							
<u>Engine</u>							
Engine received considerable damage to the front and rear. This damage would have caused the engine to stop running upon impact. The crankshaft pulley was jammed against the radiator and bell housing was broken. Both side engine mounts were broken and breaks in rubber mounts appear fresh.							
<u>Transmission</u>							
There was no inspection of the transmission due to the extreme damage.							
<u>Steering</u>							
Steering free play was within adjustment standards. Steering was checked without the power pump in operation. All of the power steering hoses appeared to be in good condition prior to the accident. The only leak in the power steering noted was at a fitting in the							
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	JAMES JACOBS, S.T.O.	4732					

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power steering pump. This was caused by the power pump coming into contact with the left front shock tower, probably caused by the accident. The collapsible steering column was partially collapsed, allowing it to come loose from the shear fittings of dash mount. All of the steering linkage appeared to be in good condition prior to the accident. Power steering fluid level in the reservoir was not checked due to damage in that area; however, there was fluid in the reservoir as evident by the fluid leaking out after the accident.

### Brakes

Brake fluid reservoir level was checked and found to be full. Initial inspection did not reveal any fluid leaks. Brake pedal free play was checked. There was 1 1/4" travel to lockup front brakes. All of the wheels and brake drums were removed in order to inspect linning and self-adjustment linkage. Self-adjustment linkage was intact on all four brakes and appeared to be in good working order. Brake linning on both rear brakes appeared to be almost new. Brake linning on front brakes was almost worn out. Front brake linning thickness was as follows:

Right front	Primary shoe	1/4"
Right front	Secondary shoe	1/8"
Left front	Primary shoe	1/4"
Left front	Secondary shoe	3/16"

Normal wear on brake pedal pad indicates that most of the braking was done by the driver's right foot. The brake pedal pad was removed. There was also a pair of shoes found on the driver's side floor. Examination of the brake pedal pad and the sole of the right shoe indicates that the driver probably had the right foot on the brake pedal at the time of impact. The brake pedal pad and shoes were entered into evidence.

### Tires

All four tires were size G78x14. The inflation pressures and tread depths were as

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follows:

Right front	Flat	9/32"
Left front	32 Lbs.	7/32"
Right rear	32 Lbs.	5/32"
Left rear	30 Lbs.	4/32"

Tires were in apparent good condition prior to the accident.

### Suspension

Front suspension was coil springs and appeared to be in good condition prior to the accident. Rear suspension: All four rear axle U bolts were loose, allowing the rear axle to shift on the spring pads. The spring pads had been loose for some time. The continual rocking of the rear axle housing had caused spring saddle pads to bend and take on the appearance of a rocking chair runner. The holes in the saddle pad that provide a guide for the spring center bolts were also worn oversize. The right rear spring center bolt was broken. The broken bolt appeared to be fresh without any dirt or rust in the broken area.

### Lights

Both headlamps were missing and right front turn signal bulb was also missing. The left front turn signal bulb was removed and entered into evidence. Both front side marker lights were missing. Both rear side marker lights and both rear tail, stop, and turn signal light bulbs were removed and entered into evidence. The headlamp switch was removed and entered into evidence. Headlamp dimmer switch was also removed. A check on the dimmer switch indicated that the headlights were on low beam.

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JAMES JACOBS, S.T.O.	4732				

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Speedometer

Speedometer was removed and entered into evidence.

OPINIONS AND CONCLUSIONS

The only mechanical defects noted that were probably defective prior to the accident, were the rear axle U bolts. The rear axle spring pad wear indicates that the bolts had been loose for some time prior to the accident. The manner in which the center bolt eyes were worn indicate that there was very little movement to the side. Most of the rear indicates that free movement was forward and reverse. The driver would very probably have noticed a noise when braking or when accelerating. However, this condition probably would not have caused any handling problems. There were no other defects noted that would have contributed to this accident.

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JAMES JACOBS, S.T.O.		4732					



Item No.	Description and Location	Received from or Collected by
	Ford California	
1	Speedo Cluster	
2	Brake pedal pad	
3	Pair of Shoes found on drivers side floor area	
4	Right front turn signal	
5	Head lamp switch	
6	Dimmer switch	
7	Left head lamp socket	
8	Right head lamp socket	
9	Left tail lamp	
10	Right Tail lamp	
11	Left front turn signal lamp	
12	Right front Turn signal lamp	
13	Right rear side marker light bulb	
14	Throttle pedal	
<p>Received From D. Porter Fruitland 7-26-79 at 15461</p>		

JK  
Vortev  
A2307

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L-

Date: 7-26-79

Date: 7-26-79 Scene Location: Vic's Storage Yard

Received by  
Frank Johnson  
at 1:30 PM  
X. 26-29

## SUPPLEMENTAL/NARRATIVE

(Check one)

- ☐ NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)
- ☐ SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)
- ☐ OTHER:

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Doctor \_\_\_\_\_ of Community Hospital was interviewed on the morning of August 1st, 1979 by Officer Frank Jackson, Sonora Area. Doctor \_\_\_\_\_ described the injuries of Joe Hal \_\_\_\_\_ as follows: Lacerated liver, contusions of both kidneys, numerous small lacerations of chest area as though caused by flying glass, broken right arm and right hand, pneumo thorax of right lung, contusions of lungs and heart, "like a heart attack." It is his biggest problem right now.

Question: Could it have been done by the steering wheel? Answer: It probably was, that would explain the liver damage too. Asked if it looked like the wheel rather than the dashboard caused the injuries, he replied "yes." Doctor \_\_\_\_\_ described a circular area of his chest when listing the injuries.

PREPARED BY

REVIEWED BY

NAME

I.D. NUMBER

MO. DAY YR.

NAME

MO. DAY YR.

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J = Officer Frank Jackson							
H = Joy							
J		Now for purposes of identifying the tape would you tell me your name.					
H		Joy					
J		Middle name?					
H		Lynette.					
J		Spell that for me.					
H							
J		And last name is - ?					
H		Yes.					
J		And you're how old?					
H		Twenty-two.					
J		Twenty-two?					
H		Um hum.					
J		And your address?					
H		26 mile road.					
J		26 mile road?					
		PREPARED BY				REVIEWED BY	
NAME		I.D. NUMBER	MO.	DAY	YR.	NAME	

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H Yes. Space 30.

J And that's out of Oakdale?

H Yes.

J Okay, and this is July 27 and it is 12:13 in the afternoon. Now, would you tell me the encounter you had with a Joe early in the morning of the 22nd, that would be Sunday morning, here in Oakdale and where it was?

H I worked at the Seven-Eleven on S Street, and he came in to buy beer and brought beer up to the counter. I asked him for an I.D.; he showed me a Texas I.D. I told him....

J Was it a driver's license?

H I don't know if it was a driver's license or if it was just an identification card. All I know is that it was an identification card from Texas, and when I first saw that I just don't accept anything but the California driver's license and it can't be tampered.

J Right.

H And so I asked him if he had any other identification and he said no. I told him that I couldn't accept his Texas I.D. and he told me I had to and I told him I didn't have to. All I had to accept was a California driver's license and it couldn't be tampered with and that I had the right to refuse. And so he got mad and he started to leave the store. Before he left the store he said that he was going to have somebody buy some beer and that's when I looked at the clock and I told him he was going to have to hurry up because the beer doors would be locked at two o'clock and once I lock those beer doors they are not

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open to anybody and there was no beer sold to anybody, that I didn't care who it was.

J All right, is anybody else in town open at that time?

H Not that I know of. I mean Quick Stop might be. Quick Stop stays open until two I think now. I heard they have. I don't know; I haven't been down there to find out. Then he called me a fat bitch.

J Where did he call you this from?

H From the door when he was leaving. He said something like he was going to get someone to buy some beer and that was when I told him he'd better hurry up because when the doors are locked, they were locked.

J And it was at that time, at what time?

H It was around 1:30 or 1:45. He left and he went out and got into his car and he.... Oh, I told him I was going to call the cops and that's when he left and got in his car and took off. I don't know if he left rubber marks in the parking lot or what. He was like a maniac; he was driving erratically.

J He screeched out?

H Yes.

J Did the back fishtail? Is that what you mean by back and forth?

H Yeah. He just didn't pull out like a human being pulls out of a parking lot.

J Was it fast?

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H Yes.

J And that's the last you saw of him?

H Yes.

J And you closed at two or you worked all night?

H No. I worked till 8:00 in the morning.

J Now I'll ask you a series of questions and if you would answer the questions. We'll go back to the beginning.

Did you see his car pull into the parking lot?

H No I didn't.

J Was anybody else in the store?

H Right when he was getting ready to leave some lady came in and she was buying cokes. She asked me.....She saw him leave and she says what was he so upset about? And I said well, I wouldn't sell him beer, that's what he was so upset about.

J You didn't see his car come into the parking area?

H No I didn't.

J He came in alone into the store?

H Yes. I know he had other people. His car was parked in the front and I couldn't see who they were but he had other people in the car.

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J About how many other people?								
H I would say there were three kids.								
J Three kids?								
H Yeah.								
J Could you tell they were kids?								
H Yeah, they looked like kids.								
J You could see their faces enough to say they looked young?								
H Yeah.								
J Did you see the car? What kind of a car would you say it was?								
H I know it was blue. I'm pretty sure it was like a Camaro.								
J Camaro?								
H Yeah.								
J A new one, an old one?								
H Well, it wasn't old; it was new.								
J Newer car?								
H Yeah.								
J And he came in by himself?								
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H Yes.

J Did he ask you for the beer or did he get it himself?

H He went and got it himself. I had to carry it back after he left.

J He brought it up to the counter?

H Yes.

J What kind of beer was it?

H Lowenbrau.

J Lowenbrau, bottles of Lowenbrau?

H Yeah. That's all we have at Seven-Eleven.

J One six pack?

H Yes.

J And then he showed you some Texas identification and it said he was 21 years old?

H I'm pretty sure it said he was older. I can't remember, the Texas I.D. is what stopped me all to begin with because he didn't look anywhere near 21 and I didn't see....Like I say I looked out to his car and he had these young kids with him and there was you know.

J How would you describe him? What color shirt did he have on?

H I don't know what color shirt he had on. All I know is he had curly

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light sandy brown hair.

J Sandy brown hair? And you didn't notice his shirt or pants color?

H I think he had Levi's on. I didn't notice him that much because as soon as I saw his I.D. I just knew he wasn't 21. I knew it was a fake I.D. I know there's alot of fake I.D.'s around this town and I didn't really pay much attention to him because he didn't really give me that much of a problem. I would have just picked up the phone and called the cops.

J Did he act under the influence or drunk or intoxicated?

H He didn't really act it but he looked like he had been drinking or something.

J How's that?

H By his eyes. I looked at his eyes, they were reddish color.

J Like bloodshot?

H Yeah.

J When you refused him finally, he turned around from the door and that's when he called you a fat bitch?

H Yeah.

J And did he say anything else at that time?

H Huh uh.

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J I think on the phone when I talked to you earlier you said that he said I will show you when he left.

H He said he was gonna get somebody to buy some beer. I knew for sure then when he said that he wasn't 21. If you're 21 years old I can see getting upset because somebody won't sell you beer. But to turn around and say you'll get somebody to buy you beer, you don't say that if you're 21 years old.

J Did you see any evidence of drinking in the car?

H That parking lot is dark out there. From the lights from the store I could see there was young kids or something in the car. I knew there was other people in the car. From the heads you could see there were three other people in the car besides him.

J Did you see a name on the I.D?

H Joe Hal .

J Joe Hal ? Was the name on the I.D?

H Yes.

J And the car, while it was parked there or as it was leaving did you notice the license plate on the car?

H No I didn't.

H When he left was when the other lady came into the store. I have to watch the store and when he did take off he took off so fast I couldn't have seen any license plate or anything if I wanted to. If I would have had to call the cops, I would have had to give a description of the car

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as best I could and tell them how many people I felt was in it.

J And that was the last you saw of him. Pinpointing the time again, you don't remember exactly but you'd say it was between 1:30 and fifteen till two.

H Yes because I looked at the clock and I told him he didn't have very long to find somebody to buy him some beer.

J When they left, which direction did they go?

H Back towards town.

J Toward the signal light?

H Yeah.

J And would that be in the direction of Sonora?

H Yeah.

J It would be? And that's the last you saw of the car?

H Yeah.

J Okay, thank you.

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J = Officer Frank Jackson

L = Mr.

J Mr. , my name is Frank Jackson. I was the investigating officer initially on the accident and I've been asked to come down here and talk to the parents of the girls and

We want to find out what we can about what happened the afternoon before and the night of the accident. For the record your address is - Street?

L Street.

J In Oakdale? Okay. And your phone is 847

L That's right.

J Today is July 25 and it's 10:34 right now. Can you tell me anything about the afternoon when your daughter left here, who she went with?

L Well, in the afternoon about 12:30 I took my daughter over to visit a friend, Sherrie . They live on Pint Street.

J You don't know the number? We can find out later.

H And she was going to stay there until around four or five in the evening because her cousin, Jill . who lives in Modesto, her parents were going to bring her up when she got off work so the two girls could be here at our house here in Oakdale. The reason for this was my son, my son-in-law both entered in the four wheel drive pulling contest at Madera in the fair and they wanted us to go. Being a warm day, Debbie didn't want to go. She said I'll be home with Jill. She said we'll wait here since you'll be home by eight or nine even if we stay the full pull. Well, we came home at about 8:30. The lights

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were on. She had been home and there was a note on the table that said gone out, be back Debbie. Well, she did this lots of times because she and Jill \_\_\_\_\_ Pizza parlor in the evening.

J Yes. That's understandable.

I They'd go to either over here at Jack-In-The-Box or.... Well, time went by and they didn't come back and we got a little more alarmed but we thought well, maybe they might have gone to the show because they talked about going to the show and they did go to the show a lot on Saturdays. So we thought well maybe you know 11:00 or so. Well, when no telephone call because Debbie was a person when she overstayed her limit she'd telephone. She'd let us know if she was going to eat or going to someone's house and that she'd be home at a certain time. We didn't get this message. By this time we were so distraught that we woke up at about 3:00 in the morning. I had gone to bed and gone to sleep and woke up and still the lights were on and no Debbie. This just doesn't happen, it's not usual. We paced the floor for about an hour and I said I can't take this anymore; I know something's wrong. So we got Billy and Vickie to come over because them being close to the ages of the kids, we thought they might know where they'd be. No, first we called Jill and Jill had to work late so she didn't come up at all. So then Vickie started phoning and found out there was a party. So she got ahold of the people who were at the party and they said Debbie was there. In fact, Vickie's sister was there. She said Debbie was there but she left the party in the company of the \_\_\_\_\_ girl and the \_\_\_\_\_ boy and \_\_\_\_\_ May.

J This party was in Oakdale? In whose home?

I Jim \_\_\_\_\_ on Orson Road.

J But she did attend the party in Oakdale?

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L Right.

J And she left the party with Joe , with the girl and --  
 Now, she left the party with the other three, about what time did she  
 leave the party from here, approximately.

L As near as we can determine it was between 10:30 and 11:00.  
 (Mrs. L) Sandy left at 11:00 and she saw Debbie then at 11:00.

J Saturday night? Could I have the name of the who had the party?

L (Mrs.)

J And the first name?

L (Mrs.) Jim.

J And they live on Orchard?

L (Mrs.)

J With something of this magnitude we try to do a good investiga-  
 tion on everything that's serious. But something this large, we go  
 extremely in depth. We've got a special team up in Sacramento going  
 over the roadway, the cars, they are completely dismembering the cars,  
 every part of the cars to see if there might have been structural  
 damage or something like this that would cause the accident, a flaw  
 on the road possibly that might have sent them out of control. We want  
 to find out who and what everybody was doing before the accident.  
 The Examiner paper did something I didn't like at all and they have the  
 kids drinking beer up in the river canyon all day. And we don't know  
 until we talk to everybody, exactly what happened.

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L No, this is not true because I know that my daughter left the house after dark because she left the lights on.					
J Very good point, it doesn't get dark until probably 8:30 or 9:00 before she'd turn on the lights.					
L So I know that she left here ....					
J And ended up at the party from there?					
L Yeah. I wish Sandy was here because she would know more of those events than we would because we have had because of Jill we've had her spend time at home with Jill, we've had her spend time at Jill's had if Danny and Marlene, my nephew....					
J If I could ask you to do this, this is Sandy you say?					
L Could we call Sandy and ask her if she could come over?					
J I was going to say I've got another appointment coming up here. I'm trying to get all this over and out of the way as early as possible. If we could set up another time, possibly tommorrow, where I could sit down with Sandy and if she does know what that evening....					
L (Mrs.) I think you'd better here because remember she said that her mother....					
L Anywhere that she'd like. She could come to there, I could come to here or down here, it doesn't matter.					
J I'd like for her to be there. You can talk to her and another thing that maybe it's permissible for you to tell me, maybe it isn't permissi					
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In the examination of the bodies, did it show excessive alcohol.

J We don't have the results. On anything like this, of course an autopsy is performed and one of the tests is a blood alcohol test. So when they get the results of that back, we will be notified as to whether or not there was.

L I will level with you, as her father, and you as an officer of the law....

J And a father.

L If they show excessive alcohol and there's anyway within my power to find out who furnished it, this alcohol, I'm going to ask for a prosecution of the law to the full extent, not for vindictiveness, not for my daughter's fate but maybe to stop another such action.

J I feel very frustrated in my job a lot.

L Well, I have no way of knowing, other than medical \_\_\_\_\_.

J You will be notified as to the results when they get them and it usually takes a week or better to get them. Of course on the driver, Joe May, I took a sample of blood to determine how much he had. He obviously had some alcohol.

L This isn't animosity toward Joe, he was the oldest of the group.

J Did you know him?

L I had met him is all.

J Was he a regular friend of Debbie's?

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L (Mrs.) His girlfriend....						
J From school? He lived here before he went to Texas?						
L That's right. He had been to our house a few times and seemed like gentlemanly young man. And of course until you really know, you don't know. Another thing is as you already know he is from a broken family.						
J Yes. I've talked to his family in Texas already. I haven't talked to yet.						
L So this isn't to his disadvantage or to his advantage because sometimes young people actually become better because of broken homes and some become worse. So I don't bear him ill will because whoever furnished the liquor if the girls drank, also furnished it that he drank.						
J There wasn't anything in the car itself. Apparently, what they had was consumed earlier some place else.						
L (Mrs.) We understand that they were, they had gone up to Columbia at a street dance.						
J That's what it was a pit barbecue and street dance. We were wondering why they were in Tuolumne County and what was going on and that was Saturday night. We were assuming that they either went there, were coming from there or a large youth party over in Tuolumne, but we've no way of knowing. Nobody had come forth and said yes, we saw them here.						
L No one has said they were in Tuolumne at a youth party but they did say they left this party with the thought to go to the street dance						
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in Columbia. This sounds reasonable and I'm willing to accept it because my daughter loved to dance.

J Was she a regular friend of the girl?

J They were school friends.

J . Do you think they met at the party that night, that's how they got together?

L No, they knew each other long before.

J They've known each other for a long time?

L Oh yes. The little girl has come to our place a lot of times. This was a all friends. The only one who was more of a newcomer to the group would have been Joe because he was a little older. Although he was very fast friends with Urban.

J That's what I understood. When Joe was here before he went back to Texas did he drive then do you know?

L Oh yes.

J The reason I ask is I ran a check on his name and birthdate and we can't come up with any California driver's license.

L (Mrs.) You see his mother gave him the little blue Camaro he was driving last spring as a birthday present.

L He was born in June. It was probably registered to his mother.

J No. Driver's license. You said he drove in California before he went

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to Texas and if he did he should have a California driver's license number and our records in Sacramento show no license ever being issued to a Joe Hal						
L (Mrs.) Well, the car was bought for him when he was in Texas, I know that.						
J But he did drive here before he went back to Texas. And he probably did have a license.						
L He should have because he did drive in California. Now the Irvine boy I don't believe he						
J He had a license. I saw his license, but Joe didn't have one with him. So to recap this then you left during the day Saturday and when you came back you found a note saying that she would be back later and the lights were on.						
L That's right.						
J And it was after dark. And you became concerned through the evening.						
L Yes, because we told her we're not going to be out late you know, because we didn't like her to be here at midnight by herself, if the pull wasn't over early enough we would still leave there by 6 or 7 so we would be home by the time it started to get dark and we were. I don't know, it might have been 9:00. The lights were on in the living room.						
J The last you saw of her was about what time of the day?						
L Oh I'd say it was about....a quarter after one (Mrs.)						
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J Early afternoon then.

L And this was over on Pine Street here in Oakdale at a friend's house.

J Where you dropped her?

L Yeah. She said would you take me there and she said I'm going to stay there until four or five because I've got to call Jill, Jill was coming up to spend the night and I said I don't want you kids out going any place until I get home. She said daddy, we can't go anyplace because Jill can't get, Jill has the car. She said Jill can't get a car. She said Danny, that's her father, is going to bring her up and we're going to stay home and play tapes and records. So when Jill had to work late or whatever happened, she did come. I know what happened, this other girl came by and she drives. The other girl, what's her name, Sandy drives. So she came by and said there's a party over someone's home or they might not have even said that. She might have said let's go eat, cause I know Debbie said leave me five dollars cause Jill and I'll want to eat. I left her five dollars so they could go eat and she said we'll want to eat. They might have done that and where they were eating other kids might have come in and said there's this party. And Debbie lived to dance.

J That's undoubtedly where they were then, the street dance. And they didn't leave here until after 11:00 at night.

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<p>J To start it off we'll put the date down first. Today is July 25 and it's about 1645. Now, some of the things we were interested in was the amount of time that it took for the Swannees to get from your place to where the accident happened. One of the things that would help us on this is if you knew just exactly what time they left your place, if you could pinpoint it within five minutes or so. You told me earlier about 1:30.</p> <p>I (Mrs.) Well, it must have been about 1:30, that would have given them....</p> <p>I (Mr.) I don't really know.</p> <p>I (Mrs.) Our clock said 1:30.</p> <p>I (Mr.) 1:15 and Mike had said we're going to have to get going and they were getting stuff out there, so I....</p> <p>J You don't think it would have taken the full 15 minutes to get their stuff together and be on their way.</p> <p>I (Mr.) Not really. I really don't know exactly.</p> <p>J Were you babysitting the boys?</p> <p>I (Mr.) No.</p> <p>I (Mrs.) They had gone square dancing.</p> <p>J The boys had gone to the square dance?</p> <p>I (Mrs.) Yes.</p> <p>I (Mr.) Yes they had.</p>							
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J It probably took me longer because of the traffic in the small towns coming through at noon, rather than them at 2:00. We've got the time down at approximately 1:30. You did look at your watch earlier?						
I (Mr.) Yeah, it was 1:15.						
J Okay, and you were not babysitting, the boys went?						
I (Mr.) The boys went with us.						
J Was there any drinking at all at the square dance?						
I (Mr.) At the square dance we do not drink.						
J Most don't, I realize that, but I wanted to be sure.						
I (Mr.) There was none.						
J None after?						
I (Mr.) Afterwards, Pat had one and then Bev had one. Mike, all he had....						
J One what?						
I (Mr.) They both had salt . Mike had two sugar free A & W rootbeers.						
I (Mrs.) There should have been almost two six-packs in the back of the car in the trunk of the car of A & W sugar free rootbeer.						
J I think there was.						
I (Mrs.) Yeah, because we had bought A & W rootbeer for Mike because he does not drink.						
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J No. I've heard that he didn't and I....

I (Mrs.) And if he is driving....

I I've seen Pat down at the lake and some of the rest of them will have a glass of wine or something like that but I've never seen....

I (Mrs.) But they both had, both his buddies had just one drink cause they, you know, they had to stay awake all the way home and they did have the boys. That was Pat's \_\_\_\_\_, she said I can't have more than one because we have the boys with us. I take that back, we've seen Mike drink once when we were on vacation with them when we were staying up at Pine Crest.

I (Mr.) Right he had beer then. That's the only time I've seen him drink.

J And you do see a lot of them?

I (Mrs.) About the last two months about every other....

I (Mr.) Well we've seen them every weekend and then during the week since June, I think.

J Okay, now when they left did you walk out with them to the car?

I (Mr.) Yes.

J And Mike drove away.

I (Mr.) Mike drove away; Pat and Bev were in the front seat also. I'm reading your notes here.

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J No, that's okay. I'm putting this down, it's also going on tape at the same time.								
I (Mrs.) It went Mike, Pat, Bev in the front seat.								
I (Mr.) And the boys, I don't know how they were sitting exactly in the back.								
J Now, apparently one of the boys crawled forward on the trip back because after the wreck, in the front seat Bev was holding one of the boys inside her arm. And he could very well have crawled forward to sit in somebody's lap with the other three across the back.								
I (Mr.) Could be, I don't know.								
This is one of the things we wanted to clear up that there were the three across the front seat because it is a bucket seat car. There were just the two seats up front. Somebody might think it would be unusual to sit three across when there are only two bucket seats up front. Was she sitting on the side or between the two in the console area?								
I (Mr.) Uh, I really don't know.								
I (Mrs.) She was also sitting with Bev in the seat, you know, they were over to the side so Mike had plenty of room over there.								
J Maybe the boy crawled up and sat on the console, that could've been.								
I (Mr.) I don't know because I do know that Mike, we've driven with him in the Pinto and that was one thing he didn't like anybody sitting right on top of him because he wanted room to maneuver.								
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J Okay, I can't really think of anything else that we do need on this. Is there anything you can think of that might help us at all? Did Mike act fresh? Was he sleepy at all when he started out?

I (Mr.) No.

I (Mrs.) No, because he had rested after he got back to our house. He'd gone into where the kids were playing pong and sat back in the recliner just like he was you know....

I (Mr.) relaxed and then he played a game of pong, came in and talked to us and said we're going to have to get going. So you know, then I went out to the car when he was loading stuff up and he didn't seem tired at all.

I (Mrs.) Because even when they drove down before they had dinner at our house, he had sat in the recliner and leaned back and you know, relaxed.

J What time did the square dance break up?

I (Mrs.) 11:00

I (Mr.) 11:30 or so.

I (Mrs.) Yeah, because right around 12:00 we got home and you got back with the pizza.

I (Mr.) And then they stayed there a little over an hour. They were playing pong and talking.

I (Mrs.) Because we had some other couples over too.

J Okay, I think that'll do it.

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<b>SUPPLEMENTAL/NARRATIVE</b> <i>(Check one)</i>		DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D.	NUMBER	PAGE
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<input type="checkbox"/> NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 355 OR 355-01) <input type="checkbox"/> SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 355 OR 355-01) <input type="checkbox"/> OTHER:		LOCATION/SUBJECT				CITATION NUMBER	
		CITY/COUNTY				REPORTING DISTRICT	
<b>WITNESS STATEMENTS</b>							
Date _____ Age: 48 of _____ Street, Bishop, Phone: 714-873-_____, work phone: 714-873-_____.							
Witness _____ was initially contacted at the scene of the fatal collision at Highway 120 and La Grange Road, and talked to by phone by this officer at approximately 0730 hours on the 27th of July, this year.							
Witness _____ stated that he had left Bishop at approximately 2300 hours the 21st of July 1979. He was proceeding west bound on Highway 120 from Yosemite Park. He came to a stop sign at the intersection of Highway 120 and Highway 108, this is referred to as Yosemite Junction. He stopped there, a car was coming from his left and he let it clear the intersection before proceeding with his left turn onto Highway 120. As he pulled out from the stop sign, headlights came into view from his right, that would be Highway 108, and were coming up in his words, "pretty fast". _____ kept accelerating and looking in his rear view mirror at the headlights which continued to come on fast for, in his words, "several seconds". The lights then dropped back considerably and became much slower than he. The _____ the lights, had then started to pick up speed slowly. They came up in back of _____ and pulled out next to _____ in the oncoming lane as though to pass him. _____, who had owned a Camaro, identified the car at this point as a grey one, a new model. The Camaro stayed next to him for several seconds then fell slightly back of _____ who kept an even speed of 55 mph. But it remained in the oncoming lane. It then began to accelerate and pulled in front of him to a lead of, in _____ words, "two to three hundred yards; less than a 1/4 of a mile", and the Camaro stayed in the oncoming lane. A set of headlights appeared over a hill crest coming toward the Camaro but the Camaro stayed in the east bound lane. The wrong lane. Apprehensive, _____ slowed his vehicle. He said the driver of the Camaro had ample time to see and react to the oncoming car, but wasn't doing it. The Camaro swerved at the last moment and re-entered its proper lane. The oncoming car was forced to brake sharply to avoid a collision. _____ said they barely escaped, in his words, "It was damn close". Up to this point, _____ described the movements of the Camaro as "strange, erratic". It proceeded out of sight in its proper lane and less than 1/4 mile ahead of _____. _____ said he followed, again in his words, "shaken". When _____ after negotiating two curves in the next few seconds, entered a long 1 to 1 1/2 mile straight stretch, the Camaro was no longer in sight. The highway was empty. When _____ entered the next curve, he came upon the wreckage across the roadway. Smoke and steam coming from the two cars. He thinks the roadway may _____							
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# WITNESS STATEMENTS cont'd

been damp., He was forced to brake and swerve with his car ending up facing the opposite way to his original direction. He drove off the highway and looked for his flares and flashlight. He put out two flares and gave one to a man who had arrived from the opposite direction. The third car, a pick-up, arrived and the driver stayed while the female passenger drove to the Winking Lantern, a restaurant, to call for help.

... said an ambulance and a CDF truck arrived, then the CHP. Prior to this, he helped remove a male victim from the left rear of the Camaro. There were two boys and two girls in the Camaro. They left the driver, in a red shirt behind the wheel. He then helped remove the two small boys from the back seat of the Ford, talked to the CHP officer (this officer) and then left. He heard no talk other than moans or screams from either car.

Dennis ...: Age: 20 Employed by the California Division of Forestry at, and attached to, the fire station at Green Springs Station in ... county. His home phone is 415-68.

This interview was by this officer, Frank Jackson of the Sonora office of the Highway Patrol.

... said he was stationed at the Green Springs CDF Station, CDF received a call at 0240 to a serious accident, described initially as 5 miles west of the Winking Lantern on Highway 120. Upon arriving at the scene several minutes later, he found several people dead and injured. ... rendered what first-aid he could and noticed alcohol on the breath of Joe ... who was behind the wheel of the Camaro. He remembers the odor as he put a splint on the right arm of ... which apparently was broken, and ... fighting, tore the splint off. He had to strap ... down and replace the splint. He was directly over the face of ... at this time, and behind the steering wheel.

Gary and Jeannette ... Road in Jamestown, their phone number is 984-...

This statement was taken the morning of Tuesday the 24th of July, 1979, by this officer, Frank Jackson, Highway Patrol Sonora office.

Gary ... said he and his wife Jeannette were coming from Twain Harte and were going home to Jamestown. They were south bound on west Stockton Street in Sonora. He thinks the time was about 0200 hours, but he didn't look. ... said that although he never saw it catching up to him, he was suddenly passed to his left and in the left turn lane by a Camaro, a 70's model and a light color possibly silver. It was full of young people, teenagers.

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WITNESS STATEMENTS cont'd

He didn't notice the license plate as it never got back in its own lane after passing him. It disappeared around a curve, still in the left turn lane approximately three-tenths of a mile from where it initially passed him. estimated its speed as 55 - 60 mph. He said definitely unsafe. He turned to his wife and said, "Look at that fool, he's going to get it". said that as he rounded the next curve he saw lights to his left on Fairgrounds Drive, they appeared to be slowing to a stop. He thought they might be letting off a passenger. He wasn't sure that it was the Camaro, but thought it might be. Gary's wife, Jeannette, said she looked in the Camaro as it passed. She saw several young people. She couldn't identify any, but said that the driver appeared to be, in her words, "clean cut", with short brown hair. She didn't notice it to her left again as she rounded the curve. She noticed that it was no longer in front of them as they came to a long, straight stretch. That was the last either saw of the Camaro.

William Age: 25 Address Street, Oakdale, his telephone number is 847- . . . The statement was taken by this officer, Frank Jackson, of the Sonora office of the Highway Patrol, at the scene of the fatal collision on Highway 120 and LaGrange Road. said he was coming east bound on Highway 120 from Oakdale. Although not seeing the wreck itself, he came around a curve and saw the wreckage; it was still smoking. He helped get the two kids out of the back of the Granada. The driver in the brown pants and red shirt was still behind the steering wheel of the Camaro. A male passenger was taken from the left rear seat of the Camaro. After helping with what he could and directing traffic, left the scene. When asked if he had seen the Ford Maverick prior to the collision, he replied that he had not.

Joy Lynette address e Road, Oakdale Age: 22 Work phone: 847 We also have an additional tape taken by this officer, Frank Jackson of the Highway Patrol, Sonora Office which was taken at approximately 1215 hours on the 27th of July 1979, with her statement in its entirety.

Miss was on duty as a clerk at the 7-11 Store on F Street, in Oakdale, during the early morning hours of July 22, 1979. She states that Joe drove into the parking lot in a blue Camaro with several teenager passengers. He entered the store by himself, walked to the back of the store and brought a six-pack of beer to the counter. said

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WITNESS STATEMENTS cont'd

she thought he looked young, (she does not know ) as did the passengers in his car, whom she identified as teenagers. She asked for identification and he produced a Texas ID card, which she refused to recognize. He became irate, turned at the doorway and said he'd get someone to get it for him and he called her "a fat bitch". He left the parking area with his squeal of rubber and fish-tailing and headed in the direction of Sonora. said appeared to be under the influence of something but she didn't know what. His eyes looked, in her words, "reddish". When asked if she meant bloodshot, she said yes. She remembers his name from his Texas ID card and described his car as blue, she thought, a Camaro. She did not see the plates on it, said he left too fast to be able to get them. She did not see the car or him again.

Herb Age 32 Address: Road in Aptos, phone: 688

This statement was taken by this officer, Frank Jackson, Sonora office of the Highway Patrol. It was taken at the scene of the accident shortly after my arrival. Mr. said that he could give me no details at all about the accident. He didn't see it occur. He stopped, helped remove the two boys from the rear of the Ford. He also says that he saw the driver behind the wheel of the Camaro, as well as the driver of the Ford behind the wheel. After stopping, Mr. wife took their vehicle and went to the Winking Lantern to call for help.

Assistance received by this officer, Frank Jackson, Sonora office of the Highway Patrol, from the Emergency Room Staff at Community Hospital upon my arrival after leaving the scene of the fatal accident.

Joe Hal was on a gurney in the Emergency Room. Having witnesses that smelled alcohol about Mr. and smelling it myself at the scene of the accident, I asked the people on duty in the Emergency Room to remove his oxygen mask for a moment and to smell his breath to give me their opinions.

These two people are Dr. Robert , Physician on duty, and Charlene both of whom are employed by Community Hospital in Sonora.

Upon removing the oxygen mask they both smelled his breath, both nodded and said, one Said "definitely" and the other "no doubt about it", there was alcohol on the breath.

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WITNESS STATEMENTS cont'd							
<p>Carla Age: 20 Address: Street, Oakdale, Carla is a sister of Brian e, one of the victims in the Camaro. Her phone number is 847 The statement was taken by me, Frank Jackson, in the Sonora office of the Highway Patrol. This statement itself was taken at the residence on North Street in Oakdale and that would be on the morning of July 26, 1979.</p> <p>Miss stated that Joe came to the Irvine house at about eight o'clock Saturday morning the 21st of this month, that's July. He was coming from Texas, and was going to live with them until he found a place to rent. Carla, our witness, fixed him breakfast with Brian, her brother. told Carla that he stayed in a motel in Fresno, arriving there about midnight the night before and getting up early, approximately six o'clock. He drove slowly in the rain behind a vehicle that apparently was splashing quite a bit of water. He wanted to stay a good ways back. Carla says that he looked tired when he arrived. After breakfast they all left the house after looking in a paper for rentals, they wanted to go out and check out some of the places they'd seen. They got back to the house about eleven-thirty in the morning. They talked to Mr. Roger Carla's father for awhile. It then stopped raining and they went out and unhooked his U-Haul trailer that he had towed behind him. Both the boys took showers, (Joe and Brian) and ate lunch. Then both Joe and Brian slept from about noon to two o'clock. Carla said about two hours. They then went out to look for apartments in Oakdale. Apparently some of the owners of the apartments were not available in the morning and were going to be that afternoon Carla herself left the house, went to a friends, came back about five o'clock that evening. Joe and Brian were there at the house. She asked about fixing dinner for the boys, Joe and Brian. Her mother told her that they had eaten out and that they didn't need dinner. They all sat and talked at the home for a length of time. Carla said that Debbie and a friend of hers, Sandy came by and they were all together at about seven-forty-five. The boys came to a friends house where Carla was staying, and stayed there for about an hour. Then they left that home about nine-thirty. They were going to go the the party on Orsi Street. Asked if they had been drinking during the day, either Joe or Brian, she said she hadn't seen any alcohol being consumed by either. She said the last time she saw them was at approximately ten o'clock at the very latest.</p> <p>There is an additional tape containing Miss statement in its entirety.</p>							
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WITNESS STATEMENTS cont'd

Sandra : Age : 16 Address: in Oakdale, Phone: 847.

The statement was taken by this officer, Frank Jackson, at the Highway Patrol, Sonora office

Sandra's statement was also taken at the residence, on North Street in Oakdale, on the morning of July 26, 1979.

Sandra says that she first saw Debbie on the night of the 21st at about seven-thirty in the evening. They went by the residence and saw Joe's car in front of the residence. They went in and they talked to Joe and Brian for awhile and then left. They drove around Modesto for awhile then came back to Oakdale to the party on Orsi Street. They left the party, drove around Oakdale for about fifteen minutes then came back to the party at about eleven-thirty at night. Between eleven-thirty and midnight. Sandy says Debbie found Joe at the party and wanted to stay with him. Joe said he would take her home. Sandy left at about five minutes after midnight and that's the last time she saw them. She said liquor was at the party but she didn't know if Joe or Brian were drinking. Asked if either Joe or Brian acted intoxicated, she said she couldn't really tell. she just said "hi" to them.

Sharon Age 20 Address: Street, Oakdale Phone : 847.

This statement was also taken at the residence at North Sixth Street in Oakdale on the morning of July 26, 1979 by this officer, Frank Jackson, of the Sonora office of the Highway Patrol.

Sharon stated when she arrived at the party at about nine-thirty at night, she saw Dalina and Brian in the backyard. She did not see Debbie. Sharon left at about ten o'clock and Brian and Dalina were still there at that time. Sharon went to the Nutcracker restaurant in Oakdale, and came back about ten-thirty. She saw Debbie there and talked with her for about ten minutes. She then went outside and talked to Brian and Dalina about forty minutes. She says she left the party at about five minutes until midnight. Dalina and Brian were outside. Debbie was in the house. Asked if either Brian or Joe were drinking at the party, Sharon said she didn't know Joe and couldn't tell if he had been drinking or not, she didn't know him by sight. She said Debbie was not drinking. She didn't know if Brian was drinking a beer or not, he may have had a beer, but she can't recall.

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		CITY/COUNTY				REPORTING DISTRICT	
<b>WITNESS STATEMENTS cont'd</b>							
Valerie . Age: 15 Address: Drive, in Oakdale Phone: 847.							
This statement also was taken at the residence on North Street, in Oakdale on the morning of the 26th of July, 1979 by this officer, Frank Jackson , of the Sonora office of the Highway Patrol.							
Valerie said she got to the party at about nine-thirty at night and left about eleven o'clock right after she saw Debbie. She saw Delina at the party as well as both Joe and Brian. It didn't appear as though either had been drinking and she saw nothing in their hands.							
Faye : Address: Street, in Oakdale Phone: 847. . She is the mother of Dalina . Statement taken by telephone on Friday, July 27, 1979.							
Mrs. said that she hadn't seen any of the people in question from the fatal collision during the day of the 21st of July. At about nine-thirty in the evening Brian came to the front porch area and the front door of their home and picked-up Delina to take her to a party. She said "hi" in passing, to him, did not speak further than that other than to say have a good time. They left and that is the last she saw of them. She did not notice what Brian was driving and believes that he was alone at the time.							
Bob Father of Debbie , victim in the fatal collision. Mr. lives at Street in Oakdale Phone: 847. The statement was taken by this officer, Frank Jackson, of the Highway Patrol, Sonora Office. It was taken on the morning of Wednesday July 25, 1979. This statement conversation with Mr. is also on a separate tape in its entirety.							
Mr. stated that he and other members of his family left their home early in the day to go to a fair in another city in the valley. Debbie did not want to go with them. She thought it was too hot to be out in the sun. She stayed home. When the came home the lights were on in the house, but Debbie was not home. She had gone out apparently leaving the lights on. They were not alarmed by this because they thought she may have gone to a movie which she frequently did; or out for something to eat, also a regular habit. They retired for the evening . Mr. awoke approximately three in the morning, he realized his daughter was not home and the lights were still burning. At that time he became alarmed and started calling friends from the area to find out where she might have							
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WITNESS STATEMENTS cont'd

gone. He wasn't able to determine what had happened to her until the next day.

Craig and Tina Address: space Manteca Phone: 239

Their statement was taken by this officer, Frank Jackson, Sonora office of the Highway Patrol and is also on a separate tape in its entirety. It was taken the afternoon of July 23, 1979 at the Sonora Highway Patrol office.

The in essence, said that the family with Beverly and the two boys left the Twin Harte area and came to Stockton for a square dance. They, the, were with them during this dance. They left at approximately the same time, they think about eleven-thirty or so. They all went, both families, went to the residence after that. They played some Pong on a PONG machine. They stated that Mr. Michael, had two A & W Diet Root Beers. Berverly had one Salty Dog drink as did Patricia. They stated that Mr. Michael did not appear to be tired. He did sit down in a recliner and rest for approximately forty-five minutes to an hour. They state further that to their knowledge the had five boys in their home the previous night and are presumed to have been home all night and gotten a normal nights sleep. When they left, when the left, the placed it at approximately one-thirty in the morning. At one-fifteen Mr. said something to the effect that they had better be on their way. It took them a few minutes after that to get their things together and get in the car. The say that the adults were across the front seat of the car at this time, Berverly and Pat haring the right hand bucket seat and Michael was driving. The four boys were across the back. They left at approximately one-thirty or slightly before. that is the last they saw of the family and the passengers in the car. When the were asked if there was drinking at the square dance, they replied that nobody drank at the square dance functions, that it was against the rules. They said that in their several years of being friends with the they had only seen Michael take one drink, and that was beer at a Pinecrest camp-out a matter of years before. They said that he just did not drink. They said he did have two root beers before he left their home.

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<b><u>PRECRASH</u></b>							
<p>Driver #1 ) arrived at the residence in Oakdale at approximately 0800 hours, 7-21-79. He spent the majority of the day with the family at their home and looking for an apartment. Driver #1 slept from midnight to 6 a.m., 7-21-79, at a motel in Fresno. He also slept two hours from 1200 - 1400 hours at the home. After the nap, he went out again looking for an apartment.</p>							
<p>He was next seen at 1700 hours when Carta returned to her home. The girl and Sandra came by the and they all talked together until at least 1945 hours. Driver #1 and Brian next appeared at a friend's house at 2030 hours. They left at approximately 2130 hours to go to the party on Orsi Street in Oakdale. They were at the party until approximately 0003 hours, 7-22-79. Driver #1 was next seen at the 7-11 store on F Street in Oakdale at approximately 0130 hours to 0145 hours. He was turned down on purchase of beer for failure to produce reliable I.D. He became irate and after verbal abuse to the clerk left in a blue Camaro squealing out of the drive as he did so. Prior to his departure the clerk observed he was under the influence of alcohol and/or drugs due to bloodshot eyes and his actions. He left eastbound on F Street (Highway 120).</p>							
<p>Witnesses saw a late model blue Camaro with four teenagers coming westbound out of Sonora at approximately 0200 hours. The Camaro was travelling at high speed and passed by using the left turn lane. The Camaro was in view of the witnesses approximately for 3/10 mile in which it never returned to its proper lane from the left turn lane.</p>							
<p>At 0230 hours (approximate) witness Dale was passed by a light blue Camaro westbound SR 120 in the Keystone area. The Camaro's driving as described by Kite was strong and erratic. said the Camaro narrowly avoided a collision with an oncoming vehicle. The Camaro, again, remained in the eastbound lane after passing until said near collision. next saw the vehicle 1 to 1½ mile further west at the scene of this accident.</p>							
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Vehicle #2, owned by , but driven by Driver #2, left Twain Harte in the early evening of 7-21-79. They attended a square dance in the Stockton area. They left the dance at approximately 2330 hours going to a friend's home in Manteca. They visited for approximately 1 to 1½ hours, leaving at approximately 0130 hours. They were next seen at the scene of this accident 34 miles east of Manteca.

### CRASH

Driver #1, westbound SR 120 at 84 mph drifted across the center line to the south edge of the south shoulder. Driver #1 then turned sharply to the right in an attempt to get back into the westbound lane.

Driver #2, travelling eastbound SR 120 while negotiating the curve in which the collision occurred allowed his vehicle to drift to the left of the center line a full vehicle width.

As vehicle #2 proceeded through the curve and Vehicle #1 came into view, Driver #2 started a normal turning movement to the right in an attempt to re-enter the eastbound lane.

Evidence indicates that Driver #2 did not recognize the position of Vehicle #1 on the roadway or the imminent danger it presented until there was insufficient time to react.

The closing rate of the two vehicles was approximately 200' per second. Vehicle #1 and Vehicle #2 met head on offset approximately two feet to the left. P.O.I. occurred two feet south of the center line in the eastbound lane 275' east of the center line of La Grange Road.

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	CITY/COUNTY					REPORTING DISTRICT
POST CRASH  Upon impact, vehicle 1 and vehicle 2 rotated clockwise. As metal crush occurred, vehicle 2 was forced to a complete stop and reversed direction as well as making rotation. Vehicles rotated approximately 90° while in contact. Vehicles then separated. Vehicle 1 continued rotation for another 70° - 80° and then travelled backwards to point of rest. Vehicle 2 continued rotation for another 90° and moved west to its point of rest.  Vehicle 1 came to rest facing easterly in the eastbound lane with left rear tire on centerline at MAIT station 3+78.5.  Vehicle 2 came to rest facing westerly across westbound lane; left rear corner 10.25' left of MAIT station 3+97.4.  Driver 1 was found in the driver's seat of vehicle 1 and was transported to Community Hospital by ambulance. Passenger _____ also transported to Community Hospital and then transferred to Doctors' Hospital in Modesto. Passengers _____ and _____ pronounced dead at scene by Deputy Sheriffs/Coroners Bland and Bennett and transported to Heuton Mortuary.  Driver 2 was found in the driver's seat of vehicle 2 and pronounced dead at scene by Deputy Sheriffs/Coroners as were four other passengers. Two injured victims, Paul _____ and Dennis _____, were transported to Sierra Hospital by ambulance and subsequently transported to Doctors' Hospital Modesto.  Driver 1 was arrested at Community Hospital at 0455 by Officer F. Jackson in the presence of Dr. Robert _____ and Charlene _____. Blood specimen was withdrawn by _____ laboratory Technician.						
PREPARED BY				REVIEWED BY		
NAME	I.D. NUMBER	MO.	DAY	YR.	NAME	MO.

PPLEMENTAL/NARRATIVE  
(Check one)

- ☐ NARRATIVE CONTINUATION TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)  
☐ SUPPLEMENTAL TRAFFIC COLLISION REPORT (CHP 555 OR 555-01)  
☐ OTHER:

DATE OF ORIGINAL INCIDENT	TIME (2400)	NCIC NUMBER	OFFICER I.D. NUMBER	PAGE
MO. 7 DAY 22 YR. 79	0235	9425	3157	85
LOCATION/SUBJECT			CITATION NUMBER	
CITY/COUNTY			BEAT	
			REPORTING DISTRICT	

CONCLUSIONS

This collision was caused by the following contributing factors:

1. Driver 1 (Joe Hal ) was driving a motor vehicle on a public highway while under the influence of an alcoholic beverage.
2. Driver 1 (Joe Hal ) was driving at an excessive rate of speed (84 MPH).
3. Driver 1 (Joe Hal -) was driving his vehicle to the left of the double yellow centerline.
4. Driver 2 (Michael Charles ) was driving his vehicle to the left of the double yellow centerline.

The only contributing causes to this collision identified by this investigation were drivers' errors.

RECOMMENDATION

Case be submitted to the District Attorney's Office for determination of appropriate prosecution.

PREPARED BY	I.D. NUMBER	PREPARED	REVIEWED - APPROVED BY	I.D. NUMBER	APPROVED
NAME/RANK		MO. DAY YR.	NAME/RANK		MO. DAY YR.
		...			...

PROJECT NUMBER 187801, TRAFFIC SAFETY AGREEMENT



CALIFORNIA  
TRAFFIC  
SAFETY  
PROGRAM

State of California  
Business and Transportation Agency  
OFFICE OF TRAFFIC SAFETY

TRAFFIC SAFETY PROJECT AGREEMENT

(Under Section 2907, California Vehicle  
Code, and Section 402(C) of Public Law  
89-564 as amended by Public Law 91-605)

SAFETY OFFICE USE ONLY

Project Number

187801

Revision Number \_\_\_\_\_

Date \_\_\_\_\_

Project Budget Estimate  
Fiscal Yr. Amount

1977/78 \$50,851.00

1978/79 \$ 4,149.00

\$

\$

TOTAL \$55,000.00

4. Project Period

Month - Day - Year

From: 2-1-78

To: 6-30-79

PART 1 - (To be Completed by Applicant Agency)

1. Project Title

Multidisciplinary Accident Investigation Teams  
(MAIT) Equipment and Services Project

2. Name of Applicant Agency

California Highway Patrol

3. Agency Unit to Handle Project

Planning and Analysis Division

5. Project Description (Summarize the proposed project plan covering the objectives, method  
of procedure, evaluation and end product in approximately 100 words)

This project will provide the necessary equipment for two multidisciplinary  
accident investigation teams. The equipment consists of two van-type  
vehicles, cameras, measuring instruments, portable generators and other  
necessary equipment to perform on-site investigations of major accidents.  
In addition to the detailed equipment, funds will be used to hire  
consultants on an as-needed basis.

6. Federal Funds Allocated Under this Agreement Shall Not Exceed \$ 55,000

7. ACCEPTANCE OF CONDITIONS - The provisions on the Reverse Side Hereof Constitute a part  
of this agreement.

A. Project Director

Name J. E. Smith Phone 445-6181


Address 2555 First Avenue  
Sacramento, CA 95818

Signature   
Title Deputy Chief

E. Authorizing Official of Applicant Agency

Name L. E. Sellers Phone 445-3418

Address 2555 First Avenue  
Sacramento, CA 95818

Signature   
Title Assistant Commissioner

C. Fiscal or Accounting Official

Name George Schatz  
Title Commander, Fiscal Bureau  
Phone 445-8648

D. Office Authorized to Receive Payments

Name Accounting Section  
Address P. O. Box 898  
Sacramento, CA 95804

8. ATTACHMENTS

Project Description Schedule A  
Priority and Contributions Schedule A-1  
Detailed Budget Schedule B  
Time and Cost Estimate Schedule C

Project Task & Cost Category Summary Schedule D  
Traffic Data Summary Schedule E  
Non-Duplication Certificate  
Watch Act and E.O.A. Forms

9. Project Compliance Reference  
Standard and Para. Manual Chap/Para.

18, D, 2

IV/VI

11. Type of Agreement

☒ Initial ☐ Continuation ☐ Rev

Standard

318

Subelement

6-78-34

Task Nos.

1

Fiscal Year

1977/78

## 12. Budget Summary (From Schedule B Detail)

COST CATEGORY	Grant Period 1978 FY	Prior Grants FYS	Total Grants	Total Project Budget Estimate
A. Personnel Costs				
B. Travel Expense				
C. Contractual Services	1,250		1,250	5,000
D. Other Direct Costs	44,730		44,730	44,730
E. Indirect Costs	4,871		4,871	5,270
TOTAL FEDERAL FUNDS REQUESTED	50,851		50,851	55,000

## 13. FUNDING DISPOSITION AND STATUS - F.Y. GRANT PERIOD ENDING 9/30/78

## A. Participating Cost Computation

Amount This Action \$ 50,851.00

Prior Grant Amount \$ -0-

Federal Funds 75.76 % \$ 50,851.00

State Matching 24.24 % \$ 16,270.17

TOTAL PARTICIPATING COST \$ 67,121.17

## B. Status of Programmed Funds

Obligated This Action \$ 50,851.00

Previously Obligated \$ -0-

TOTAL AMOUNT OBLIGATED \$ 50,851.00

Amount Suspended \$ 4,149.00

TOTAL FUNDS PROGRAMMED \$ 55,000.00

## 14. PROJECT APPROVAL AND AUTHORIZATION TO EXPEND OBLIGATED FUNDS

## A. Approval Recommended By

Name D. ARNOLD TROTTER

Signature   
Regional Coordinator

Action Taken: 1/30/78.

Initial approval. 1978 FY grant  
funds obligated.

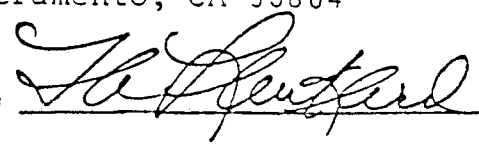
## B. Agreement and Funding Authorized By

THOMAS A. LANKARD

Office of Traffic Safety

P. O. Box 865

Sacramento, CA 95804

Signature 

Chief

Effective Date

of Agreement 2/1/78

SCHEDULE A  
PROJECT DESCRIPTION

PART I - Item 6

Background

A. General Characteristics

— The California Highway Patrol is an operating Department within the Business and Transportation Agency. Its authority and responsibilities are established in the California Vehicle Code. The overall purpose of the Department, as a principal criminal justice agency, is to insure the safe, convenient, and efficient transportation of goods and people. This is accomplished through accident control, congestion relief, traffic law enforcement and transportation services. The Department has jurisdiction over all State freeways, State highways in unincorporated areas and the unincorporated county roadway network on matters relating to traffic. However, the Department has the authority to perform its role on highways in incorporated cities as well as enforce all suspected felony violations and those misdemeanor violations that are committed in the presence of a member of this Department.

Stated briefly, the California Highway Patrol has the responsibility for providing 24 hour-a-day services every day of the year for over 21 million residents of the State of California and some 14 million vehicles.

B. Streets and Highways

— The Department is responsible for approximately 96,997 miles of highway. Of this, 14,211 miles are State highways and 82,786 miles are county roads. In fiscal year 1976-77, it is estimated that 102.4 billion miles will be driven on CHP patrolled highways. In 1976, there were 2,320 fatal, 55,152 injury, and 106,778 property damage accidents in the CHP's jurisdiction. As a result, 2,718 persons were killed and 83,874 injured.

C. Operating Departments

The Department will be the primary agency involved in this project. CALTRANS has agreed to provide the services of an engineer and other laboratory services.

(continued)

SCHEDULE A  
PROJECT DESCRIPTION

PART I - Item 6

Existing System

The Department currently provides for the investigation of all traffic accidents upon the highways within its jurisdiction. However, with few exceptions, these accidents are generally investigated by one Traffic Officer who provides a standard investigation to determine the immediate causes and the parties at fault.

Problem

The severity of certain accidents dictates a need for more intensive investigations to determine subtle accident and injury causes. Through such thorough investigations, appropriate action can be taken to prevent accidents of a similar nature.

The Department currently has several uniformed personnel who have received in-depth training in multidisciplinary accident investigation. However, these individuals are currently used on an on-call basis and are involved in the investigation of only a few spectacular accidents a year. Their ability to become more involved is limited by the narrow scope of their training (minimal background in engineering, medical, psychological, equipment, etc.) and the lack of proper investigation equipment.

Attempts to Solve Problem

The Department, in cooperation with the Office of Traffic Safety and the National Highway Traffic Safety Administration, is sending more personnel to multidisciplinary highway collision investigation courses. As a result, we will be able to provide more in-depth investigations on a part-time basis.

Objectives

The overall objective of this project is to develop and operate two multidisciplinary investigation teams. Specific objectives are:

1. To provide the necessary equipment to support two investigation teams. This includes two van-type vehicles, camera equipment, and other investigative equipment.
2. To provide a bank of funds (\$5,000) to be used to hire outside consultants on an as-needed basis. These consultants will augment the team on those occasions when certain areas of expertise are needed (medical, psychological, metallurgy, etc.).

(continued)

SCHEDULE A  
PROJECT DESCRIPTION

PART I - Item 6

Method of Procedure

Two multidisciplinary accident investigation teams will be established, one in the northern portion and one in the southern portion of the State. The teams will consist of four trained investigators with skills in accident reconstruction, traffic engineering and automotive engineering.

The following list is representative of the type of accidents which would be appropriate for MAIT investigation. It is not all inclusive, nor is it mandatory that the teams be requested in every event described. A Division or Area commander may request the MAIT investigators wherever he deems it appropriate.

- a. An accident where four or more fatalities occur.
- b. An accident with two or more fatalities involving any vehicle or combination of vehicles described in Section 34500 CVC.
- c. Any accident or incident which results in the spillage or leakage of hazardous materials.
- d. An accident where the vehicle involved has a possible manufacturing defect as a primary cause.
- e. Any fatal or major injury accident involving possible roadway defect as a primary cause.
- f. Recurring accidents of a similar type at the same general location whose cause would bear examination.
- g. Any fatal or major injury accident involving a Departmental vehicle.
- h. Any accident where there is a need for limited MAIT participation; i.e., speed calculations or examination of vehicle parts for possible defect or malfunction.

Each team will consist of a coordinator with the rank of Lieutenant or Captain, a team leader with the rank of Sergeant, a Traffic Officer, a Motor Carrier Operations Specialist, and a CALTRANS Traffic Engineer.

- a. The position of MAIT coordinator will be assigned to a Lieutenant or Captain, within two of the Department's eight Divisions, who will assume the duties as an additional assignment under the supervision of the Division Commander. The coordinators will serve primarily as a resource for the involved Area Commander and the team leader who is conducting the investigation. The coordinators will not normally respond to the accident scene.

(continued)

SCHEDULE A  
PROJECT DESCRIPTION

PART I - Item 6

- b. The team leaders will be full-time positions, and will be assigned to the Division Headquarters. They will be responsible to their respective MAIT coordinator.
- (1) Each team leader will have an alternate who is presently assigned to a position within the team's area of geographical responsibility. The alternate will assume the duties of team leader as an additional assignment.
- (2) The team leaders may provide accident investigation training for field officers at the request of Area Commands and may assist Public Affairs Officers by making presentations to citizen groups.
- c. The Traffic Officer and Motor Carrier Operations Specialist positions will be assigned on a rotational basis. When the team is to investigate an accident, the team leader will select the Traffic Officer and MCOS from a list of qualified team members within the team's geographical area of responsibility.
- d. The Area investigating officer initially assigned to the accident will continue his/her investigation as a member of the team.
- e. The Area investigating officer's supervisor may also become a member of the team and provide liaison and support between the team and Area.
- f. The team may be supplemented by other Area personnel and, if necessary, by Division and/or private consultants.

This project will consist of the following three phases:

Phase I - Equipment Acquisition

Two van-type vehicles will be purchased. These vans will be equipped with drafting materials; extensive photographic equipment; portable generators and lights for illuminating accident scenes; and special data gathering measuring equipment to determine wind speed, wind direction, temperature, relative humidity, grade, superelevation, angle of roadway curvature, and coefficient of friction.

Phase II - Outside Consultant Services

Funds will be set aside to be used on an as needed basis for outside consultants. These consultants will have expertise in specific areas such as medical, psychological, metallurgy, chemistry, physics, etc.

(continued)

SCHEDULE A  
PROJECT DESCRIPTION

PART I - Item 6

Phase III - Project Evaluation

Due to the nature of this project, that of equipment acquisition and funding of consultants, the evaluation will consist of:

- Determining the effectiveness of the purchased equipment and whether or not additional or modified equipment is needed to improve the overall efficiency and effectiveness of the project.
- Determining if the consultant phase was an effective means of augmenting the teams.

The evaluation will be part of the final report.

STATEMENT OF INTENT

It is the intent of this Department to continue the use of the two multidisciplinary accident investigation teams upon expiration of this project agreement.

SCHEDULE A-1

Priority Statement - Explain what type of priority this project has in your jurisdiction.

This project is considered by this Department to be one of high priority. It has full support of the management of this Department and that of the Business and Transportation Agency.

Agency Contribution - Explain what services or funds are being contributed by your agency in support of this project.

This Department's contribution to this project includes the following activities:

1. Pre-project planning
2. Public information releases
3. Project evaluation
4. Project coordination
5. Emergency vehicle equipment
6. Salaries and benefits of team personnel

In addition, CALTRANS will be providing two CALTRANS engineers as members of the two teams.



SCHEDULE B  
Detailed Budget Estimate

Page 1

PART 1 - Item 7 Budget Detail					Page 1
Cost Category	Fiscal Year Estimates				Total Cost To Project
	FY-1	FY-2	FY-3	FY-4	
A. Personnel Costs	1977/78	1978/79			
POSITIONS AND SALARIES					
EMPLOYEE BENEFITS					
<div style="text-align: center; margin-left: 40px;"> <u>0</u> % </div>					
Total Personnel Costs					0
B. Travel Expense					
Total Travel Expense					0
C. Contractual Services					
Total Contractual Services	\$ 1,250	\$ 3,750			\$ 5,000

SCHEDULE B  
Detailed Budget Estimate

PART 1 - Item 7 Budget Detail					Page
Cost Category	Fiscal Year Estimates				Total Cost To Produce
	FY-1	FY-2	FY-3	FY-4	
D. Other Direct Costs	1977/78	1978/79			
2 Van-Type Vehicles	\$34,660				\$34,660
Camera Equipment	\$ 4,760				\$ 4,760
Project Support Equipment	\$ 5,310				\$ 5,310
Total Other Direct Costs	\$44,730				\$44,730
E. Indirect Costs					
10.6%					
Total Indirect Costs	\$ 4,871	\$ 399			\$ 5,270
TOTAL BUDGET ESTIMATE					
All Categories	\$50,851	\$ 4,149			\$55,000

SCHEDULE B-1  
Budget Narrative

A. Personnel Costs - 0

B. Travel Expense - 0

C. Contractual Service - \$5,000

A special fund will be set up to pay for the personnel costs and travel expenses of outside consultants. All expenses incurred will be in conformance with the Board of Control Rules.

D. Direct Costs - \$44,730

Funds in this category will be to purchase two van-type vehicles, project support equipment and camera equipment for the project. All equipment will be purchased through the normal State purchasing process.

E. Indirect Costs - \$5,270

This cost includes expenses for general executive and administrative activities not related solely to specific project work. Such expenses are necessary for the general support of project efforts. An indirect cost rate of 10.6% has been established for this project. This percentage complies with the State's policy to recover a proportionate share of indirect costs incurred while administering federal grant programs.

## Memorandum

To : Office of Traffic Safety  
7000 Franklin Boulevard, Suite 330  
Sacramento, California 95823

Attention D. Arnold Trotter

Date : January 30, 1978

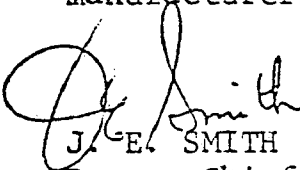
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Subject : MAIT PROJECT

From : Department of California Highway Patrol  
Planning and Analysis Division

We request that this memorandum and the attached vehicle equipment information be added as an addendum to Schedule B-1 of the Multidisciplinary Accident Investigation Teams (MAIT) Equipment and Services Project Traffic Safety Agreement.

The attached information describes the type of vehicle that will meet MAIT team needs. All purchases of vehicles and equipment will be made in accordance with the specifications outlined in the State Administrative Manual. All vehicle manufacturers will be given the opportunity to bid.

  
J. E. SMITH  
Deputy Chief  
Project Director

Attachments

## VEHICLES

The attached list of specifications was submitted by Stoner Ambulance Manufacturing Company located at 14700 S. Spring Avenue, Santa Fe Springs, CA 90670. Their estimate per unit is as follows:

Vehicle Price	\$ 6,308.36
Labor	3,952.00
Parts	<u>6,481.93</u>
Total	\$16,742.29

(Parts include: Twinsonic light bar, roof @ \$1,400., generator @ \$1,700., rear air conditioner @ \$400., special lighting equipment, additional seats, desk, drafting table and cabinetry)

The vehicle price would probably be a little higher if the Department purchased it from an automobile dealer. The higher roof and additional air conditioner are necessary if the vehicle is to be used for the purpose of interviewing, report writing and drafting. Also consideration must be allowed for a more sturdy roof to allow a person to stand on it for photographic work. The Onan generator is obviously of higher quality and more powerful than the Sears generator listed under miscellaneous equipment.

Many of the items listed as equipment required are included in the estimate by Stoner Ambulance Manufacturing Company, however, the estimated cost still exceeds the proposed budget for the MAIT teams equipment. In order to stay within the funding limitations, it is recommended that the vehicle specification attachment be reviewed by the Stores and Equipment Section to ascertain the approximate cost of the vehicles if parts and labor were furnished by the Department while adhering relatively close to the specifications.

STATE OF CALIFORNIA  
CALIFORNIA HIGHWAY PATROL  
INVESTIGATION UNIT

One (1) 1977 Dodge Standard Width Van having at least 63" interior headroom.

Interested bidder quote on complete vehicle fully equipped  
F.O.B. \_\_\_\_\_.

DETAILED VEHICLE SPECIFICATIONS

Minimum requirements, any exceptions to specifications must be noted on proposal where indicated!

\*\*\*\*\*

BIDDER'S PROPOSAL

B-300 Series Dodge Maxi-Van, 360 cubic inch displacement V-8 engine, having 127 inch wheelbase, 216 inches overall length including step at back door. Gross vehicle weight rating - 8200 pounds. No exception to G.V.W. rating. \_\_\_\_\_

MINIMUM DIMENSIONS

63 inch interior headroom in rear compartment.  
One-piece hand layed-up with minimum thickness of .25" reinforced fiberglass roof panel with two (2) special wide ribbed center sections molded into panel for added strength. No exceptions to certification by licensed engineer of static load test std. //SBMI-002 must accompany bid. \_\_\_\_\_

Radio ground screen molded into fiberglass roof panel. Ground screen to cover 41.5 square feet of roof providing maximum access to ground material. Wires attached to ground screen must be soldered to same. Five (5).125" x 2" x 53" cold rolled steel roof support bars with integral 16 gauge hat section support channels welded to perimeter roof rails forming a cage of steel around occupants. \_\_\_\_\_

118 inch rear compartment length from back of driver's seat to back door at belt height. \_\_\_\_\_

20 inch inside width at side door. \_\_\_\_\_

49 inch back door width (clear double door opening). \_\_\_\_\_

46 inch back door height. \_\_\_\_\_

49 inch clear opening width at double side doors. \_\_\_\_\_

46 inch height at side doors. \_\_\_\_\_

Air Cleaner: Dry type

Air Vents: RH and LH, individually controlled

Axle, front: Independent - capacity 3800 lbs.

Axle, rear: Full floating, 5500 lb. capacity

Arm rests: Right hand and left hand

Ash tray: Driver's compartment

Battery: Dual, heavy duty 12 volt - capacity 70 amp.-hr. 15 plate with #M-705  
Dual battery explosion proof switch.  
Second battery located behind driver's seat in hinged compartment at floor level accessible from exterior of vehicle.

Brakes, service: Hydraulic - vacuum power - self-adjusting, dual system  
FRONT - single piston caliper disc type, 12.82" rotor  
REAR - drum and shoe type, size 12" x 2 1/4"  
REAR BRAKE AREA - drum 188.5 sq. in., lining 122.8 sq. in.

Brake, parking: Cable to rear wheels, area 122.8 sq. in.

Bumpers: Front and rear, chromed - rear illuminated full width diamond plate with integral step. Rear bumper shall be full width (74" x 8 1/2" H) constructed of .125" steel diamond plate over steel 2" channel. Step section shall be 50 1/2" x 7" and shall be constructed of "Grip-Strut Safety Grating" open grid tread, centered beneath rear door opening. Step shall be 20" off ground and shall be illuminated on either side by recessed lamps.

Carburetor: Two-barrel down draft.

Cooling System: Heavy-duty

Doors: RH and LH front doors, RH double side load doors, RH and LH back loading doors.

Door holders: Two-piece all steel, male non-flex stem, female, spring-loaded, semi-slip catching receptacle. "Reliable #5602 1/2-B-1" male end --- "Reliable #5602 1/2-O" Female receptacle".

Door opening and locking methods: Front doors - push button latch release with key. Double side doors - push button key lock cylinder. RH and LH back doors - push button releases latch on RH door and after opening RH door, LH door latch is released by lower inside left handle, key lock cylinder in right hand door. RH door has inside release including inside handle. RH and LH back doors have hold-open devices to hold door open at 90 degrees.

Door seals: Closed cell-type rubber.

Emission control equipment: Cleaner air, California Emission Control System

Engine: V-8 360 cubic inch displacement. Net horsepower 180 @ 4000 RPM, net torque, ft. - lb. 295 @ 2400 RPM.

Exhaust system: Single pipe, fully aluminated muffler.

Filter, oil: Full-flow - throw away type.

Frame: Integral body frame construction

Fuel tank: Behind rear axle, 36 gallon capacity.

Gauges: Ammeter, temperature, oil pressure and calibrated voltmeter mounted on dash.

Alternator: 130 amp. Leece-Neville alternator.

Glass: RH and LH front door roll down glass, and vent panes. RH side body - two (2) windows, glass in side doors, glass in rear quarter body, two (2) glass in back doors. One-piece tinted windshield. All glass safety type. Other body glass tinted.

Glove box: Located in dash - passenger side



Heater & defroster: Deluxe air - front compartment, heavy duty unit-rear compartment, heater/air combination unit.

Horn: Single - low note, electric

Ignition system: 12 volt

Instruments: Gauges - speedometer, odometer, temperature, and fuel.  
Switches - exterior lights, instrument lights and dome light, wiper-washer, headlight beam (foot), ignition, direction signal with lane change position and hazard warning.  
Warning lights - brake, direction/hazard signals and high beam, heater, defroster and shift indicator.

Lights: Back up lights - two (2) rear.  
 Combination parking/directional/hazard - two (2) rear. Headlights-two (2) power beam. License plate-single rear. Side marker lights and reflectors - two (2) front and two (2) rear. Two (2) rear bumper step illumination lights.

Lights, emergency vehicle:

Two (2) rear, with integral roof molded light housings. One (1) loading light over back doors controlled by automatic switch and/or manually operated.

Paint & Markings, exterior: Top: Shall be Dodge #4288-1-8 White.  
Belt Line, engine cover & front (only) side doors: Shall be #4288-1-8 White.  
Body: The remainder of vehicle shall be #19 Sable Black. Decals, lettering, and/or special markings, not included.

Mirrors, exterior: Left hand and right hand - chrome 7" x 10".  
 interior: Chrome--non-glare.

Safety step pads: Front and rear door sills.

Seat, driver: Vinyl trim - foam padded, swivel type-high back.

Seat, auxiliary: Stationary, vinyl trim - foam padded, swivel type-high back.

Seat belts:	One pair for each passenger.	_____
Shock absorbers:	Heavy duty front and rear.	_____
Springs, front:	Coil, capacity 1950 lbs. each at ground.	_____
Springs, rear:	Multi-leaf two-stage - capacity 3100 lbs. each at ground.	_____
Steering:	<u>Power Steering</u> - painted oval 16.5" diameter two spoke steering wheel.	_____
Sunshade:	Padded RH and LH sunvisors.	_____
Tires:	Five (5) 8.75 - 16.5 D (10 ply) tubeless black-wall front, rear and spare. Spare tire mounted under side cargo door with quick release device.	_____
Tools:	Mechanical jack - wheel wrench.	_____
Transmission:	Three-speed automatic, includes 4.10 ratio, rear axle - Heavy duty cooling radiator.	_____
Tread:	Front - 65.94 Rear - 64.00	_____
Wheels:	Five (5) disc - 16.5" x 6.75"	_____
Windshield wipers & Washers:	Electric - two-speed wipers and matte finish on wiper arms and blades.	_____
Warranty:	Minimum of 12,000 miles or 12 months on all parts and equipment, whichever should occur first.	_____

CONSTRUCTION METHODS AND MATERIALS

Cabinetry, squad bench and other rear interior compartments shall be constructed of 3/4" Duraply. Duraply shall be screwed together by wood screws. Exposed facing of Duraply in rear area and driver's compartment shall be covered with heavy duty Formica. Formica shall have thickness no less than .0625" - Mellow Cherry - velvet finish #C334T-VF. Finish welt on cushion upholstery shall be triple stitch custom grade for maximum durability. No exception. Padding for seats shall be 2" fire retardant Polyfoam. All upholster shall be fire retardant. No exception.

Insulation: Complete side wall and roof with 1" Aercore fiberglass.

Radio antenna wiring: Two-way radio roof top type antenna wiring only with lead-in cable grounded to grid screen molded into fiberglass roof panel terminating in driver's compartment (receiver, transmitter and antenna not included).

Ventilation: Power roof ventilator rotary rheostat controlled, RH and LH cowl air vents individually controlled. RH and LH front door vent panes.

Trim: Driver's compartment seating - color subject to offerings of chassis manufacturer. Driver's compartment ceiling and side walls shall be covered with hand layed-up fiberglass. Covering shall follow contour of chassis. Driver's compartment shall further have a hand layed-up fiberglass siren module compartment. This compartment shall be located overhead, above driver's rearview mirror and be an integral part of ceiling. Module compartment shall be two-piece with rear hinging and two (2) side latches for quick access to siren module.

Floor covering - driver's compartment rubber mat.

Headlining rear - 27 oz. white leatherette vinyl with minimum of two (2) full width wiring access zippers. Two (2) 12" zippers for interior access to side rear scene lights. One (1) 12" zipper located in center of rear headlining for access to beacon. Zippers to be double stitched in each seam for added strength.

Seat cushions in rear compartment - color optional at customer's request - 32 oz. vinyl.

Trim Cont'd.:

Vinyl solarium non-wax floor covering (choice of color from listing) 3/4" plywood floor. All joints at floor line to be sealed. Bright metal trim where necessary. The floor at rear and side doors shall be Stairnoising #A120X.

---

Wiring:

Standard body wiring harness waterproofed, loomed and further protected against abrasion. Master fuse panel for all wiring circuits accessible from within driver's compartment behind driver's seat. Wiring diagram shall be furnished, and wiring shall be color coded. All emergency and convenience items shall be wired through circuit breakers and/or relays where necessary. All circuit breakers and/or relays shall be located in vented compartment with full length piano hinge access door and heavy duty two-piece locking catch. Compartment to be located on LH side of driver's wall. All relays and/or circuit breakers shall be individually labeled. Wire connections shall be done with solderless terminals except to radio ground screen where soldered.

---

---

Air conditioning: Dodge front compartment only.

---

Custom appearance group:

Includes bright metal grille, headlight and tail-light accents, chromed hub caps and body sill moldings.

---

Custom comfort: Includes cigarette lighter, bright control knob trim and padded dash.

---

Lights:

Flood, two (2) each side Cible #950802 with bulb #01-4203.  
Spotlight - RH - Cowl mounted, clear  
Spotlight - LH - Cowl mounted, clear  
Dietz #1001R Dual Cowl mounted, red steady burning lights.

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Trim Panels:

Same material as other upholstered items.

---

BASIC ARRANGEMENT

Directly behind driver's and passenger seat shall be constructed as follows: (All directions are based upon viewing vehicle from rear.)

**Onan Generator:** Unit shall have Onan generator model 2.7AJ-IR) including external vent and all mounting hardware. This shall power internal and external A/C outlets as well as roof top (rear) Frigiking Chiller 714, and electrical air conditioning unit. This unit shall extend into interior of vehicle at floor level directly to rear of driver's seat. It shall be sound and heat insulated with plywood and acoustic panel.

---

**Desk:** Directly to rear of driver's seat, covering Onan generator storage box shall be a working desk. It shall extend beyond center of vehicle but shall provide an aisle way between right side wall and end of desk. There shall be storage area, as room permits under desk. Directly to rear of desk shall be a high-back swivel chair. This shall be placed at mid-point of desk length.

---

**Seating Bench:** Seating bench (seating platform) shall extend along right hand side of vehicle extending from rear of vehicle beyond wheel housing. Seating platform is to be fitted with two (?) cushion pads affixed to body of bench with two (?) chromed piano hinges for maximum strength. Surrounding the exterior padded edge of these pads shall be a bumper guard "rub-rail 5/8" x 15/16" Alge 92 aluminum" with black rubber insert. Back rests and headrest shall be provided along wall. Below these pads shall be storage for miscellaneous items. There shall further be seat belts for three individuals on this platform.

---

**Drafting Table -  
Storage Area:**

Directly behind desk chair on left hand side of vehicle shall be one (1) cabinet, floor to ceiling. This cabinet shall have a center section, hinged at bottom

Drafting Table -

Storage Area cont'd.: that shall have capability of folding down creating a drafting table (Saylor) for use of occupants of seating platform. (When table is in the closed position, the surface area facing the seating platform shall be a chalkboard.) With drafting table exposed, the interior of the remaining cabinet shall be divided into storage for miscellaneous items (sizes of storage table to be determined by customer). Interior of storage area with sensitive equipment shall be carpet lined (Oxite TCF-E260).

---

Backdoor Ladder: Extending above the rear step-bumper on exterior of back doors shall be a tubular ladder extending to top of vehicle. This shall enable individual to climb to top of fiberglass roof for surveillance and overhead photographic angles. There shall further be non-skid patches on top surface area of roof for purposes of traction while walking.

---

Control Center for  
Interior Rear:

Rear compartment control center located in left hand wall area convenient to desk area. All electric switches in control center shall be plainly marked. Rheostat switches shall be used for selectivity of setting on exhaust vent. Other items for rear area shall be heavy duty. All switches shall be mounted on a wood grain plastic mounting plate with the function of each switch etched in same.

---

Emergency Warning

and Equipment Controls: Wiring and controls for roof mounted light bar, tunnel lights, side flood lights, siren, PA System located in front compartment module control center. System shall be controlled by Dunbar-Nunn switching console with minimum of eight (8) separate capacities.

---

## Main Emergency Light

& Wiring of Siren: Siren unit shall be Unitrol Electric Siren Control Model #800-Y-555 and shall be housed in fiberglass module as detailed on Page #6 under paragraph labeled "Trim".

The three (3) slide switch positions shall have the following functions:

Position 1: Freeway position - both rear amber flashing lights.

Position 2: Amber lights plus red steady burn and rotating lights.

Position 3: Siren function plus all functions previously stated.

The rocker switches located above slide switch shall function as follows: The rocker switch on the extreme left and extreme right shall be split switches. Each split area shall control one flood light on each side of vehicle. The center (non-split) rocker switch shall be wired for the possibility of adding fog lamps at a later date.

The main emergency light shall be one (1) Federal #12 Lightbar with permanent mounting brackets. It shall be located on the lower front portion of the fiberglass top for purposes of clearance-directly over driver's compartment. The lenses shall be red and blue. The center section of #12 shall house dual TS-100 Electric Speakers.

Antenna: Manufacturer shall install two-way communication antennas and run antenna cable to area(s) designated by customer.

Map Light: One (1) Federal CL70 Map light shall be furnished and installed on dash convenient to driver and passenger.

Interior Lighting: Dome light in front compartment controlled by headlamp switch. Four (4) dome lights in patient compartment. Each pair shall have a switch in Control panel convenient to desk. One pair shall be activated by automatic door switches in addition to manual interior switch.

Insulation: Complete side wall and roof with 1" Aercore fiberglass.

CALIFORNIA HIGHWAY PATROL  
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAMS  
EQUIPMENT REQUIRED

PHOTOGRAPHIC EQUIPMENT

2 ea Nikkormat FT2 body  
2 ea 50mm lens  
2 ea 80mm to 200mm Nikkor lens  
2 ea 20mm Mikon f4 wide angle lens  
2 ea Mimayia C-330 2 $\frac{1}{4}$  x 2 $\frac{1}{4}$   
2 ea Lens for Mimayia C-330  
2 ea K-2 filters for Mimayia  
2 ea Red filters for Mimayia  
2 ea Lens hoods 50mm  
2 ea Lens hoods 80mm to 200mm  
2 ea Lens hoods 20mm  
2 ea Polaroid SX70 with flash  
2 ea Tiltall tripods  
2 ea Honeywell Auto Strobunar 780S  
2 ea Halliburton protective carrying cases (110)  
2 ea "Ideal Lights" 10" x 10"(slide viewing)  
2 ea 35mm slide projectors Ektagraphic AF2 zoom lens  
2 ea Kodak stack loaders  
2 ea Cable releases for Nikon  
2 ea Cable releases for Mimayia

TOTAL \$4,488.80

The cost of the above items were obtained from Bob Gamble's Photo Supply, 5170 Santa Monica Blvd., Los Angeles, CA 90029, (213) 663-9251 (Art Leon)



DRAFTING EQUIPMENT

- 2 ea Drafting table tops, 31" x 42" (mounted in van)
- 2 ea T-square, 42"
- 2 ea Triangles, 14" 30° - 60°
- 2 ea Triangles, 12" 45°
- 2 ea Assorted Traffic/Highway Templates
- 2 ea LeRoy Lettering sets Mfg. #612916
- 2 ea Chalkboards, 36" x 48" (mounted in vans)

TOTAL \$393.20

DATA GATHERING MEASURING MATERIALS

- 2 ea Rolatape measuring wheels, MM45
- 2 ea 100' steel measuring tape (Stanley)
- 2 ea 12' steel measuring tape (Stanley)"Retractable"
- 2 ea Tire tread depth gauges
- 2 ea Tire pressure gauges, truck type 0-160#
- 2 ea Windspeed anemometers, hand held (determination of wind direction and velocity) Compass included.
- 2 ea Pocket sling psychrometers (determination of relative humidity)
- 2 ea Stop watches
- 2 ea 100' chalk lines
- 2 ea Hand-held carpenter's levels, 2' length
- 2 ea Adjustable angle indicators

TOTAL \$353.96

SAFETY EQUIPMENT

- 20 ea Small size traffic cones
- 10 ea Perforated (bright orange) safety vests . already available
- 2 ea Dry chemical fire extinguishers

TOTAL \$178.00

### TOOLS

2 ea 84-piece tool set including  $\frac{1}{4}$ ",  $\frac{3}{8}$ " &  
 $\frac{1}{2}$ " drive sockets, ratchets, extentions, etc.

2 ea Jumper cables, heavy duty 16'

2 ea Floor jacks,  $1\frac{1}{2}$  ton

8 ea Safety stands (four each vehicle)

4 ea Chock blocks (two each vehicle, 45° bevel 8 x 8)      Manufactured by  
Department

TOTAL    \$373.42

### MISCELLANEOUS EQUIPMENT

2 ea Cassette tape recorders with hand-held microphones

2 ea Typewriters

2 ea Gasoline powered generators,  $3\frac{1}{2}$  HP 1350 watts

2 ea Magnifying glasses, 4"

10 ea Pagers (for operation in Valley & Southern Divisions)  
\$50. maintenance annually

6 ea Sony mini cassette tape recorders

2 ea Standard Emergency vehicle light bar with PA system,  
Control head, siren, and speaker

2 ea 100' extension cords, 16 ga. with light housing,  
and 3-prong plug

TOTAL    \$6,368.30

Total equipment less vehicles      TOTAL    \$12,155.68

SCHEDULE C  
Project Time and Expenditure Schedule

Project Phase	OTS-SEL and Task	FY 1977-78			FY 1978-79		Total Project Cost By Task	
		Feb-Mar	Apr-May-Jun	Jul-Aug-Sept	Oct-Nov-Dec	Jan-Feb-Mar		Apr-May-Jun
I	6-78-34/1	0	\$49,468	0	0	0	0	\$49,468
II		0	0	\$ 1,383	\$ 1,383	\$ 1,383	\$ 1,383	\$ 5,532
III		0	0	0	0	0	0	0
Quarterly Costs		0	\$49,468	\$ 1,383	\$ 1,383	\$ 1,383	\$ 1,383	
Cumulative Quarterly Costs		0	\$49,468	\$50,851	\$52,234	\$53,617	\$55,000	\$55,000

# SC **MODULE E**

## State of California 3-Year Traffic Data Summary

City of        in/or County of       

	Last Year (1976 )		2 Years Ago (1975 )		3 Years Ago (1974 )		OTS Use On
(1) Population	21,520,000		21,113,000		20,933,000		
(2) Roadway Miles	132,371		131,481		130,877		
(3) # Citations for Moving Violations*	1,916,219		2,016,216		1,924,145		
(4) # Accidents	<i>Fatal</i>	<i>Injury</i>	<i>Fatal</i>	<i>Injury</i>	<i>Fatal</i>	<i>Injury</i>	
All MV Accidents	3,980	176,549	3,751	167,758	3,550	160,370	
Motorcycle	602	19,858	500	17,503	523	18,576	
Bicycle	93	9,645	81	9,333	107	10,610	
Pedestrian	807	13,181	758	13,106	725	12,383	
(5) # Victims							
Motor veh. occ.**	2,967	210,962	2,847	200,457	2,649	186,403	
Motorcyclist/pass.	606	22,672	502	19,941	532	20,887	
Bicyclist/pass.	94	9,877	79	9,555	105	10,864	
Pedestrian	822	13,908	761	13,929	733	13,099	
Total Victims	4,489	257,419	4,189	243,882	4,019	231,253	

\*CHP jurisdiction only.

\*\*Excludes motorcyclist/pass.

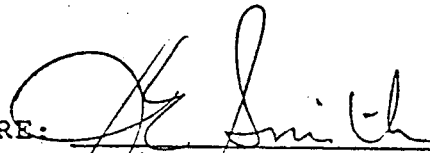
See Instructions on  
Reverse Side

California Traffic Safety Program

Application of the Hatch Act to State and Local Agencies Receiving  
Funds Under the Highway Safety Act of 1966

This is to certify that all employees of this agency whose principal employment is in connection with any Highway Safety Project financed in whole or in part by loans or grants under the Highway Safety Act of 1966 has been made aware of the provisions of Section 12(a) of the Hatch Act (5.U.S.C. 118k(a)).

SIGNATURE.



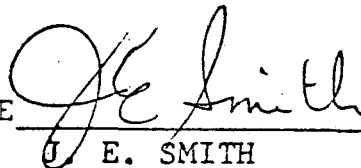
Project Director  
J. E. SMITH  
California Highway Patrol  
Agency

California Traffic Safety Program

Equal Opportunity Assurance with Regard  
to the Highway Safety Program

Pursuant to the requirements of Title VI provisions of the Civil Rights Act of 1964, the State Agency/City/County of California Highway Patrol acting through its chief administrative officer, desiring to avail itself of the benefits of Chapter 1, Title 23, United States Code, and as a condition to obtaining the approval of the Secretary of Transportation and Governor of California of any highway safety projects as provided for in Title 23, United States Code, Section 105(a), hereby gives its assurance that all provisions of Equal Opportunity Assurance with regard to the Highway Safety Program stated in Exhibit G of the California Traffic Safety Program Grant Program Manual Volume II will be complied with fully.

SIGNATURE

  
J. E. SMITH

Title

Deputy Chief

State Agency/  
City/County

California Highway Patrol

State of California  
Business and Transportation Agency  
OFFICE OF TRAFFIC SAFETY

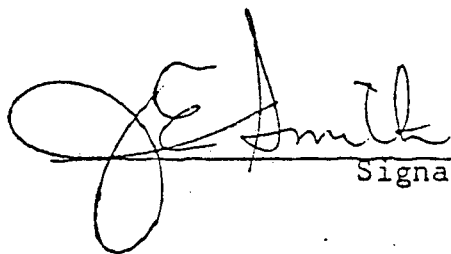
CERTIFICATION OF NON-DUPLICATION  
OF GRANT FUND EXPENDITURE

This is to certify that the California Highway Patrol  
State Agency/City/County/District, etc.  
has no ongoing or completed projects under agreement with TOPICS, CCCJ  
(LEAA), HEW, or other federal fund sources, which duplicate or overlap  
any work contemplated or described in this Traffic Safety Project  
titled, Multidisciplinary Accident Investigation Teams (MAIT)  
Equipment and Services Project

It is further agreed that any pending or proposed request for other  
federal grant funds which would duplicate or overlap work under this  
Traffic Safety Project, will be revised to exclude any such duplication  
of grant fund expenditures.

It is understood that any such duplication of federal fund expenditures  
subsequently determined by audit will be subject to recovery by the  
Office of Traffic Safety.

CERTIFIED



Signature

1-27-78

Date

J. E. Smith, Deputy Chief

Type Name and Title

AMENDMENT TO PROJECT NUMBER 187801,  
TRAFFIC SAFETY AGREEMENT





State of California  
Business and Transportation Agency  
OFFICE OF TRAFFIC SAFETY

TRAFFIC SAFETY PROJECT AGREEMENT

(Under Section 2907, California Vehicle Code, and Section 402(C) of Public Law 89-564 as amended by Public Law 91-605)

SAFETY OFFICE USE ONLY

Project Number

187801

Revision Number 2

Date 6/25/79

Project Budget Estimate  
Fiscal Yr. Amount

1977/78 \$ 9,201.88

1978/79 \$ 45,798.12

1979/80 \$ 0

\$

TOTAL \$ 55,000.00

4. Project Period

Month - Day - Year

From: 2-1-78

To: 12-31-79

PART 1 - (To be Completed by Applicant Agency)

1. Project Title

Multidisciplinary Accident Investigation Teams  
(MAIT) Equipment and Services Project

2. Name of Applicant Agency

California Highway Patrol

3. Agency Unit to Handle Project

Planning and Analysis Division

5. Project Description (Summarize the proposed project plan covering the objectives, method of procedure, evaluation and end product in approximately 100 words)

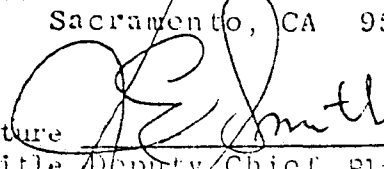
This project will provide the necessary equipment for two multidisciplinary accident investigation teams. The equipment consists of two van-type vehicles, cameras, measuring instruments, portable generators and other necessary equipment to perform on-site investigations of major accidents. ~~In addition to the detailed equipment, funds will be used to hire consultants on an as-needed basis.~~

6. Federal Funds Allocated Under this Agreement Shall Not Exceed \$ 55,000.00

7. ACCEPTANCE OF CONDITIONS - The provisions on the Reverse Side Hereof constitute a part of this agreement.

A. Project Director

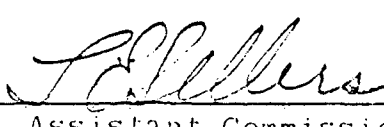
Name J. E. Smith Phone 445-6181  
Address 2555 First Avenue  
Sacramento, CA 95818

Signature 

Title Deputy Chief, Planning & Analysis  
California Highway Patrol

B. Authorizing Official of Applicant Agency

Name L. E. Sellers Phone 445-3418  
Address 2555 First Avenue  
Sacramento, CA 95818

Signature 

Title Assistant Commissioner  
California Highway Patrol

C. Fiscal or Accounting Official

Name George Schatz  
Title Commander, Fiscal Bureau  
Phone 445-8648

D. Office Authorized to Receive Payments


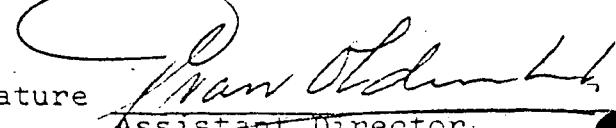
Name Accounting Section  
Address P. O. Box 898  
Sacramento, CA 95804

ATTACHMENTS

Project Description	Schedule A
Priority and Contributions	Schedule A-1
Detailed Budget	Schedule B
Time and Cost Estimate	Schedule C

Project Task & Cost Category Summary	Schedule D
Traffic Data Summary	Schedule E
Non-Duplication Certificate	
Match Act and E.O.A. Forms	

## PART II

(OFFICE OF TRAFFIC SAFETY USE ONLY)		10. Project No. 187801 Action No. 4	
9. Project Compliance Reference Standard & Para. Manual Chap/Para.		11. Type of Agreement ( ) Initial (X) Revision ( ) Continuation	
18 - D,2	IV/VI	Standard 318	SEP/PSP 79-08-05M Task # 2 Fiscal Yr 1978-79
12. Budget Summary (From Schedule B Detail)			
COST CATEGORY	Grant Period Adjust- ments FY	Prior Grant 1978-79 FY	Total Grants Revised 1978-79 Total Project Budget Estimate
A. Personnel Costs			
B. Travel Expense			
C. Contractual Services	(5,000.00)	5,000.00	-0-
D. Nonexpendable Property			
E. Other Direct Costs	5,000.00	44,730.00	49,730.00
F. Indirect Costs	-0-	5,270.00	5,270.00
TOTAL FEDERAL FUNDS REQUESTED	-0-	55,000.00	55,000.00
13. FUNDING DISPOSITION AND STATUS - FY GRANT PERIOD ENDING 9/30/79			
A. Participating Cost Computation		B. Status of Programmed Funds	
Amount This Action	\$ -0-	Obligated This Action	\$ -0-
Prior Grant Amount	\$55,000.00	Previously Obligated	\$55,000.00
Federal Funds 75.76%	\$55,000.00	TOTAL AMOUNT OBLIGATED	\$55,000.00
State Matching 24.24%	\$17,597.68	Amount Suspended	\$ -0-
TOTAL PARTICIPATING COSTS	\$72,597.68	TOTAL FUNDS PROGRAMMED	\$55,000.00
14. PROJECT APPROVAL AND AUTHORIZATION TO EXPEND OBLIGATED FUNDS			
A. Approval Recommended By		B. Agreement & Funding Authorized By	
Name	D. ARNOLD TROTTER	G. VAN OLDENBEEK	
Signature	 Regional Coordinator	Office of Traffic Safety PO Box 865 Sacramento, CA 95804	
Action Taken: 6/25/79. Project period extended 6 months to 12/31/79. 1978/79 grant period extended 3 months to 9/30/79. Cost categories adjusted to reflect better utilization of grant funds. Total costs programmed remain unchanged.		Signature  Assistant Director	
		Effective Date of Agreement 10/1/78	

## 15. FUNDING DISPOSITION AND STATUS - By Standard &amp; Subelement 187801 #4

COST CATEGORY	Grant Period 1979 FY	Standard <u>318</u>	SEP/PSP <u>79-08-05M/</u>
Personnel Costs		Status of Programmed Funds	
Travel Expense		Obligated This Action	\$(5,530.00)
Contractual Services	-0-	Previously Obligated	\$ <u>5,530.00</u>
Non Expendable Property		TOTAL AMOUNT OBLIGATED	\$ -0-
Other Direct Costs		Amount Suspended	\$ -0-
Indirect Costs	-0-	TOTAL FUNDS PROGRAMMED	\$ <u>-0-</u>
TOTAL FEDERAL FUNDS REQUESTED	-0-		

COST CATEGORY	Grant Period 1979 FY	Standard <u>318</u>	SEP/PSP <u>79-08-05M/</u>
Personnel Costs		Status of Programmed Funds	
Travel Expense		Obligated This Action	\$ 5,530.00
Contractual Services		Previously Obligated	\$ <u>49,470.00</u>
Non Expendable Property		TOTAL AMOUNT OBLIGATED	\$ <u>55,000.00</u>
Other Direct Costs	49,730.00	Amount Suspended	\$ -0-
Indirect Costs	5,270.00	TOTAL FUNDS PROGRAMMED	\$ <u>55,000.00</u>
TOTAL FEDERAL FUNDS REQUESTED	55,000.00		

COST CATEGORY	Grant Period FY	Standard	SEP/PSP
Personnel Costs		Status of Programmed Funds	
Travel Expense		Obligated This Action	\$
Contractual Services		Previously Obligated	\$
Non Expendable Property		TOTAL AMOUNT OBLIGATED	\$
Other Direct Costs		Amount Suspended	\$
Indirect Costs		TOTAL FUNDS PROGRAMMED	\$
TOTAL FEDERAL FUNDS REQUESTED			

SCHEDULE B  
Detailed Budget Estimate

PART 1 - Item 7 Budget Detail					Page 1
Cost Category	Fiscal Year Estimates				Total Cost To Project
	FY-1	FY-2	FY-3	FY-4	
A. Personnel Costs	1977/78	1978/79	1979/80		
POSITIONS AND SALARIES					
EMPLOYEE BENEFITS					
0 %					
Total Personnel Costs	0	0	0		0
B. Travel Expense					
Total Travel Expense	0	0	0		0
C. Contractual Services					
Total Contractual Services	0	0	0		0

SCHEDULE B  
Detailed Budget Estimate

PART 1 - Item 7 Budget Detail					Page 2
Cost Category	Fiscal Year Estimates				Total Cost To Project
	FY-1	FY-2	FY-3	FY-4	
D. Other Direct Costs	1977/78	1978/79	1979/80		
2 Van-Type Vehicles	0	\$33,444.42	0		\$33,444.42
Camera Equipment	\$4,934.07	348.39	0		5,282.46
Project Support Equipment	3,385.89	7,615.98	0		11,001.87
Total Other Direct Costs	\$8,319.96	\$41,408.79	0		\$49,728.75
E. Indirect Costs					
10.6%					
Total Indirect Costs	\$ 881.92	\$ 4,389.33	0		\$ 5,271.25
TOTAL BUDGET ESTIMATE					
All Categories	\$9,201.88	\$45,798.12	0		\$55,000.00

## SCHEDULE B-1

## Budget Narrative

- A. Personnel Costs - 0
- B. Travel Expense - 0
- C. Contractual Service - 0
- D. Direct Costs - \$49,728.75

Funds in this category will be to purchase two van-type vehicles, project support equipment and camera equipment for the project. All equipment will be purchased through the normal State purchasing process.

- E. Indirect Costs - \$5,271.25

This cost includes expenses for general executive and administrative activities not related solely to specific project work. Such expenses are necessary for the general support of project efforts. An indirect cost rate of 10.6% has been established for this project. This percentage complies with the State's policy to recover a proportionate share of indirect costs incurred while administering federal grant programs.

Submitted to  
OTS 7/20/79

# SCHEDULE C

## Project Time and Expenditure Schedule

Project Phase	OTS-SEP and Task	FY 77-78			FY 78-79			FY 79-80	Total Project Cost By Task	
		Feb-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept		Oct-Dec
I	79-08-05M/2			\$9,201.88	\$37,015.40	0	0	\$ 8,782.72	0	\$55,000.00
II		0	0	0	0	0	0	0	0	0
III		0	0	0	0	0	0	0	0	0
Quarterly Costs		0	0	\$9,201.88	\$37,015.40	0	0	\$ 8,782.72	0	0
Cumulative Quarterly Costs		0	0	\$9,201.88	\$46,217.28	\$46,217.28	\$46,217.28	\$55,000.00	\$55,000.00	\$55,000.00

SCHEDULE C  
Project Time and Expenditure Schedule

Project Phase	OTS-SEP and Task	FY 77-78				FY 78-79				FY 79-80	Total Project Cost By Task
		Feb-Mar	Apr-June	July-Sept	Oct-Dec	Jan-Mar	Apr-June	July-Sept	Oct-Dec		
I	79-08-05M/2			\$9,201.88	0	0	\$37,015.40	\$ 8,782.72	0		\$55,000.00
		0	0	0	0	0	0	0	0		0
III		0	0	0	0	0	0	0	0		0
Quarterly Costs		0	0	\$9,201.88	0	0	\$37,015.40	\$ 8,782.72	0		0
Cumulative Quarterly Costs		0	0	\$9,201.88	\$9,201.88	\$9,201.88	\$46,217.28	\$55,000.00	\$55,000.00		\$55,000.00



## LIST OF ADDITIONAL MAIT EQUIPMENT

The following list of equipment has been identified for each team:

1. C. B. Hand-Held Transceivers (2)--To be used for short range communications in hazardous locations between team members, i.e., deep ravines, freeway situations, etc.
2. Photographic Light Meter--To be used with photographic equipment provided for by the original grant to ensure good quality photographs.
3. Portable Oxygen-Acetylene Cylinder Outfit--To be used in the performance of detailed mechanical inspections of wrecked vehicles. In most cases, metal deformation is so extensive that the removal of portions of the damaged vehicle requires the use of a cutting torch. This must be accomplished in order to gain access to the mechanical component parts such as brakes, steering and suspension systems.
4. Tire Circumference Tape--This item will be used to determine the speeds attainable by motor vehicles in specific gear ranges, such as large trucks and buses.
5. Voltage OHM Meter--This item is necessary in many investigations where light failures are possible causative factors. The only reasonable means of identifying wiring deficiencies is by the use of an OHM meter.
6. Office Drafting Table With Fixed Slide "T" Square--To be used in completing detailed diagrams of accident scenes and graphing of vehicular metal deformation.
7. Investigation and Evidence Equipment
  - a. Illuminated fingerprint magnifier
  - b. Master silicone rubber and plaster casting kit
  - c. Footprint casting frame
  - d. Tire print casting frame
  - e. Pocket latent kit
  - f. Crime scene latent kit
  - g. Silicone tool mark kit

- h. Zip top evidence bags, 4" x 6"
- i. Zip top evidence bags, 9" x 12"
- j. Zip top evidence bags, 13" x 18"
- k. Evidence identification tape
- l. Lighting latent print powder
- m. Latent print lifting tape
- n. Test tubes (glass) and plastic jars

Casting equipment and supplies are needed to collect and preserve tool marks, tire treads, footprints, etc. Various evidence containers are necessary to package and preserve evidence from collisions.

- 8. Manuals and Research Textbooks--Considerable research has been conducted in various fields of accident reconstruction. The conclusions drawn are included in textbooks and manuals. This information is essential to team investigators. Having manuals of this type available at the scene of investigations will save numerous hours of research.
- 9. Air Hammer and Accessory Kit--This item is necessary to adequately complete mechanical inspections. On numerous occasions in previous investigations, team personnel have been unable to complete mechanical inspections due to the metal deformation resulting from the crash.
- 10. Binoculars--This item is to be used in determining if obstructions have truly interfered with traffic devices. Additionally, it will be used by team members in aerial photography work to identify items to be photographed on the ground.
- 11. Tools
  - a. 3-piece standard flare nut wrench set
  - b. 5-piece metric flare nut wrench set
  - c. 16-piece metric combination wrench set
  - d. 8-piece standard flex socket set
  - e. 11-piece metric flex socket set
  - f. 12-piece standard deep socket set
  - g. 9-piece screwdriver set

- h. Assortment of hammers (5)
- i. Assortment of pliers (7)
- j. Tin sheers

In all accident investigations, it is essential that a detailed mechanical inspection of component parts be made. These additional tools will allow for a more detailed investigation to determine causative factors.

- 12. Air Impact Wrench--To be used to remove damaged steel and sheet metal to get at component parts.
- 13. Portable Power Pull--This tool is necessary in many cases in which major metal deformation resulted from the collision and will be used by team members to gain access to component parts of the vehicle in their inspections.
- 14. Portable Hydraulic Power Set (Jaws of Life)--To be used to remove damaged steel and sheet metal to get at component parts.
- 15. Air Hose--To be used in the mechanical inspections of large trucks and trailers to determine the condition of air brake systems. In past investigations, vehicles of this type have been damaged so severely that they could not reasonably be moved and additional hose lengths were required to reach the position of the damaged vehicles.
- 16. Hydraulic Hand-Jack--To be used to raise vehicles up on jack stands so that an investigation can be conducted on under-carriage.
- 17. Spring Scales--To be used in conjunction with other equipment to determine coefficient friction.

inclusion: inclusion  
in this? 9B

Feb

64/59

6-26

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
ROUTE SLIP

SUSPENSE DATE

TO:	Initial and Date	TO:	Initial and Date
<input type="checkbox"/> COMMISSIONER		<input type="checkbox"/> LIBRARY	
<input type="checkbox"/> ADMIN. ASSISTANT		<input type="checkbox"/> STORES & EQUIPMENT	
<input type="checkbox"/> INTERNAL AFFAIRS		<input type="checkbox"/> FACILITIES	
<input type="checkbox"/> SPEC. REPRESENTATIVE		<input checked="" type="checkbox"/> PLAN. & ANAL. DIV.	6/13
<input type="checkbox"/> PUBLIC AFFAIRS		<input type="checkbox"/> M.I.S.	
<input type="checkbox"/> EMPLOYEE RELATIONS		<input type="checkbox"/> ANALYSIS	
<input type="checkbox"/> DEPUTY COMM.		<input type="checkbox"/> LONG RANGE PLANNING	
<input type="checkbox"/> EXECUTIVE ASSISTANT		<input type="checkbox"/> OP. PLANNING	
<input type="checkbox"/> ADMIN. ASSISTANT		<input type="checkbox"/> DATA PROCESSING	
<input type="checkbox"/> CHIEF--FIELD OPS.		<input type="checkbox"/> ENF. SVS. DIV.	
<input type="checkbox"/> EXECUTIVE ASSISTANT		<input type="checkbox"/> LAWS & PUBLICATIONS	
<input type="checkbox"/> ADMIN. ASSISTANT		<input type="checkbox"/> COMMERCIAL VEHICLE	
<input checked="" type="checkbox"/> CHIEF OF STAFF	6/18/79	<input type="checkbox"/> ENG. & SPECIAL VEHICLE	
<input type="checkbox"/> EXECUTIVE ASSISTANT		<input type="checkbox"/> AIR OPERATIONS	
<input type="checkbox"/> ADMIN. ASSISTANT		<input type="checkbox"/> VEHICLE THEFT	
<input type="checkbox"/> ADMIN. SVS. DIV.		<input type="checkbox"/> PERS. & TRNG DIV.	
<input type="checkbox"/> FISCAL BUREAU		<input type="checkbox"/> ACADEMY	
<input type="checkbox"/> ACCOUNTING		<input type="checkbox"/> TRAINING SERVICES	
<input type="checkbox"/> BUDGET		<input type="checkbox"/> MGMT. DEVELOPMENT	
<input type="checkbox"/> COMMUNICATIONS		<input type="checkbox"/> PERSONNEL BUREAU	
<input type="checkbox"/> MOTOR TRANSPORT		<input type="checkbox"/> EQUAL EMPLOYMENT OP.	
<input type="checkbox"/> STAFF SERVICES		<input type="checkbox"/> COMM. CENTER	
<input type="checkbox"/> OFFICE SERVICES			
<input type="checkbox"/> RECORDS MGMT.			

☐ ATTENTION

LONG RANGE PLANNING

FROM: DATE: 6/10

<input type="checkbox"/> FOR COMM.'S SIGNATURE	<input type="checkbox"/> COPY TO THIS OFFICE	<input type="checkbox"/> NECESSARY ACTION	<input type="checkbox"/> AS DISCUSSED
<input type="checkbox"/> FOR MY SIGNATURE	<input type="checkbox"/> INFORMATION	<input type="checkbox"/> FURNISH REPORT	<input type="checkbox"/> CALL ME
<input type="checkbox"/> DIRECT REPLY	<input type="checkbox"/> COMMENTS	<input type="checkbox"/> SUMMARIZE	<input type="checkbox"/> SEE ME
<input type="checkbox"/> ROUTE THRU THIS OFFICE	<input type="checkbox"/> RECOMMENDATIONS	<input type="checkbox"/> AS REQUESTED	<input type="checkbox"/> FILE

☒ FOR SIGNATURE OF Chief Smith

☐ RETURN TO BY (Date)

REMARKS: ESD has called a BGP

submitted by Walker per re

advisory to be submitted to

CHP 88 (REV 8-78) DO NOT DETACH SEE REVERSE

USE PREVIOUS EDITIONS UNTIL DEPLETED

This has been reviewed for possible

7/3/79  
CS  
Copy sent to

discussed w/ Harrison 6/18/79. Promic CS  
with copy of approval from OTS when  
received.

CALIFORNIA HIGHWAY PATROL GENERAL ORDER 110.1,  
MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAMS (MAIT)

CALIFORNIA HIGHWAY PATROL

GENERAL ORDER 110.1  
Revised December 1979

MULTIDISCIPLINARY ACCIDENT INVESTIGATION TEAMS (MAIT)

1. POLICY.

- \* a. The Department will conduct in-depth investigations of designated accidents through the use of Multidisciplinary Accident Investigation Teams (MAIT). These teams will conduct investigations within CHP jurisdictions and within local jurisdictions.
- b. The severity of certain accidents dictates a need for more intensive investigations to determine subtle accident and injury causes. Through such thorough investigations, appropriate action can be taken to prevent accidents of a similar nature.

2. GENERAL.

- \* a. Teams consist of specially trained investigators with skills in accident reconstruction, traffic engineering, and automotive engineering. The teams will supplement the Department's normal accident investigative effort by applying their specific skills to selected accidents.
- b. Two teams have been established, one based at Valley Division Headquarters and the other at Southern Division Headquarters. Their areas of geographical responsibility will be as follows:

<u>Southern Division Team</u>	<u>Valley Division Team</u>
Southern Division	Northern Division
Border Division	Golden Gate Division
Inland Division	Valley Division
Central Division (south of Fresno Area)	Central Division (Fresno Area and north)
Coastal Division (south of Paso Robles Area)	Coastal Division (Paso Robles Area and north)

3. CRITERIA FOR REQUESTING MAIT INVESTIGATION.

- a. The following list is representative of the type of accidents which would be appropriate for MAIT investigation. It is not all inclusive, nor is it mandatory that the teams be requested in every event described.

b. A Division Chief or Area Commander may request the MAIT investigators whenever appropriate.

- (1) An accident where four or more fatalities occur.
- (2) An accident with two or more fatalities involving any vehicle or combination of vehicles described in Section 34500 CVC.
- (3) An accident or incident which results in the spillage or leakage of hazardous materials.
- (4) An accident where the vehicle involved has a possible manufacturing defect as a primary cause.
- (5) Any fatal or severe injury accident involving possible roadway defect as a primary cause.
- (6) Recurring accidents of a similar type at the same general location where the underlying cause is not evident.
- (7) A fatal or major injury accident involving a departmental vehicle.
- (8) An accident where there is a need for limited MAIT participation; i.e., speed calculations or a detailed examination of vehicle parts for possible defects or malfunctions.

#### 4. TEAM COMPOSITION.

a. Each team will consist of a Coordinator with the rank of Lieutenant or Captain, a Team Leader with the rank of Sergeant, a Traffic Officer, a Motor Carrier Operations Specialist, and a CalTrans Traffic Engineer.

(1) The position of MAIT Coordinator will be assigned to a Lieutenant or Captain within the Division who will assume the duties as an additional assignment under the supervision of the Division Chief. The Coordinators will serve primarily as a resource for the involved Area Commander and the Team Leader who is conducting the investigation. The Coordinators will not normally respond to the accident scene.

(2) The Team Leaders will be full-time positions and will be assigned to the Division Headquarters. They will be responsible to their respective MAIT Coordinator.

(a) Each Team Leader will have an alternate who is presently assigned to a position within the team's area of geographical responsibility. The alternate will assume the duties of Team Leader as an additional assignment.



(b) The Team Leaders may provide accident investigation training for field officers at the request of Area commands and may assist Public Affairs Officers by making presentations to citizen groups.

(3) The Traffic Officer and MCOS positions will be assigned on a rotational basis. When the team is to investigate an accident, the Team Leader will select the Traffic Officer and MCOS from a list of qualified team members within the team's geographical area of responsibility.

(4) CalTrans will assign an engineer to each team on a permanent basis.

(5) The Area investigating officer initially assigned to the accident will continue his/her investigation as a member of the team. The Area investigating officer's involvement will be terminated when his/her area of activity is completed.

(6) The Area investigating officer's supervisor may also become a member of the team and provide liaison and support between the team and Area.

\* (7) If necessary, the team may be supplemented by other Area and/or Division personnel.

5. OPERATIONAL RESPONSIBILITY. While the team is conducting or assisting in an investigation within an Area, they will be functionally responsible to the Area Commander of that Area. Ultimate responsibility remains with the Area command as outlined in GO 100.25, Emergency Incident Management. The interaction of the Area command with federal personnel on common interest accidents is covered in Annex A.

6. MAIT EQUIPMENT.

a. The basic MAIT equipment includes specially designed vans to be used in responding to accident locations. The vans are equipped with drafting materials; extensive photographic equipment; portable generators and lights for illuminating the scene; and special data gathering measuring equipment to determine wind speed, wind direction, temperature, relative humidity, grade, superelevation, angle of roadway curvature, and coefficient of friction.

b. Security of the vans and equipment will be the responsibility of the Division Chiefs where the teams are based.

7. PROCEDURE FOR REQUESTING USE OF THE TEAM.

- a. The Area investigating officer arriving at the scene of an accident will make an initial determination of the need for utilizing MAIT. The investigating officer will initiate notification through his/her supervisor to the Area Commander. With the Area Commander's approval, the appropriate MAIT Coordinator will be notified, who will cause the team to respond to the accident scene.
- \* b. Request for use of the MAIT by allied agencies will be directed to the appropriate MAIT Coordinator.
- c. Accidents occurring within CHP jurisdiction shall have preference for MAIT use.
- d. Alternate team members may be utilized for investigations when the primary team is unavailable.
- e. The MAIT Coordinator may be reached through the Sacramento or Los Angeles Communications Centers.

\*8. MAIT RESPONSE NOTIFICATIONS.

- a. MAIT Coordinators shall ensure prompt notification is made by teleprinter to the following offices each time the MAIT team responds to handle a full or partial investigation:

- (1) Assistant Commissioner, Field.
- (2) Appropriate Division Chief in those cases where the collision occurred outside the Division where teams are based.
- (3) Commercial and Technical Services Section.

- b. Teletypes should include the following information:

- (1) Date, time, and location of collision.
- (2) Date and time of MAIT response.
- (3) CHP Area requesting MAIT.
- (4) Brief summary of the details known about the collision.

9. PROCEDURE WHILE AWAITING THE TEAM.

- a. The method of handling the accident scene by the investigating officer while awaiting the team should not necessarily change from routine procedure.

b. The Area investigating officer is responsible for the protection and preservation of evidence. Extensive photographs should be taken of the involved vehicles prior to their movement and also of the accident scene. Emphasis should be placed on showing their P.O.R. and primary impact areas.

10. ACCIDENT REPORT PREPARATION AND ROUTING.

a. The accident report for in-depth investigations will follow closely the established procedure set forth in the Collision Investigation Manual (CIM) and will be the involved Area's report of the accident. The basic difference is that the in-depth report will include all elements associated with the involved persons, vehicle(s), and environment in relation to pre-crash, crash, and post-crash events regardless of their apparent involvement.

(1) MAIT investigations will be completed as soon as possible and no later than 15 days after the accident. MAIT investigations will be processed in the same manner as normal Area investigations, except as indicated.

(2) The MAIT report will contain recommendations regarding prosecution. However, the decision of whether or not to actually file rests with the Area Commander and the city/district attorney.

(3) Additional copies of completed MAIT reports will be forwarded as follows:

(a) One copy through channels to the Assistant Commissioner, Field for information.

\* (b) One copy to Commercial and Technical Services Section for review and possible dissemination of information to CHP commands and allied agencies.

(4) Voluminous reports may be sent to Headquarters, Office Services Unit for reproduction.

OFFICE OF THE COMMISSIONER

ANNEX A

OPI: 062

DISTRIBUTION: B C H J

## FEDERAL INVESTIGATION

1. Policy. The Department will assist the National Transportation Safety Board (NTSB), the Bureau of Motor Carrier Safety (BMCS), and those agencies contracting with the above in the investigation of surface accidents that fall within the scope of departmental responsibility.

2. Purpose. To provide departmental guidelines to those persons responsible for coordinating with federal personnel.

3. General Information. The Department considers a cooperative relationship with the federal agents mutually beneficial. Both the Department and the federal agencies have concurrent interest in MAIT investigations. The NTSB has authority to conduct the investigation, and the Department has the authority to collect information for prosecution. A spirit of cooperation rather than competition is encouraged.

4. Guidelines.

a. The Area Commander should hold a briefing with the Department personnel involved in a working relationship with the federal personnel. The agenda should consist of at least the following items:

(1) Status of investigation.

(2) The departmental liaison officer should be identified.

(3) The legal status of the federal agents as it relates to this investigation.

(4) The working relationship between the federal agents and departmental personnel.

(5) Communication with the federal agents.

(a) Information that will be released should be released as soon as possible.

(b) Sensitive or confidential information needed for prosecution should not be released.

(c) Personal information regarding involved parties should not be released.

(6) Cooperative relations with federal agents should be encouraged.

b. The Area Commander should conduct the initial briefing of the federal agents. The agenda should consist of at least the following items:

- (1) Overview of the accident.
- (2) Current location of the vehicles.
- (3) Applicable information on participants.
- (4) Introduce liaison officer.
- (5) Request communication on information developed by federal agents.
- (6) Offer available assistance.

c. In all cases where federal agencies are involved in an investigation, the Area Commander shall notify Division Headquarters that a federal agency is involved. Division will offer guidance, if necessary.