



## **SURVIVAL FACTORS ATTACHMENT**

**WSP Limited Reconstruction Analysis and Interviews**

**Arlington, WI**

**HWY20FH006**

(19 pages)

## LIMITED RECONSTRUCTION ANALYSIS

**CASE NUMBER:** 000153-8727

**TECHNICAL CRASH SCENE INVESTIGATOR:** Trooper C. VandenHoven

**CRASH TYPE:** Fatal Crash



September 1, 2020

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- FORWARD -

*Crash Reconstruction is a comprehensive subject with many facets and specialty fields. The primary responsibility of the investigation is to document and preserve all available physical evidence. The following reconstruction is limited to the subjects stated herein. The author and the Wisconsin State Patrol reserve the right to conduct a more extensive analysis of the available material on a later date as necessity dictates.*

### ***Request for Assistance:***

On June 12, 2020, at approximately 7:15 a.m., this author was contacted by the Wisconsin State Patrol's De Forest post communications center to assist with the technical aspects of a multiple vehicle, fatal crash investigation. The crash was located on I-39/90/94 northbound, near mile post 120, in the Columbia County Township of Arlington. Troopers Peter Moe, Tracy Drager, and Sergeant Michael Marquardt of the Wisconsin State Patrol's Technical Reconstruction Unit (TRU), along with Technical Crash Scene Investigator Courtney Wynstra, also responded to the scene. Upon arrival, this author was briefed by investigating officers on the facts surrounding the crash:

*In the early morning hours of June 12, 2020, a crash occurred on I-39/90/94 northbound, north of State Trunk Highway (STH) 60, followed by a secondary crash in the same location. As a result, the northbound traffic backup extended south of STH 60. Within the backup, a K. Express semi traveling northbound, in the right lane, collided with slowing/stopped traffic. From this initial collision, multiple other sequential collisions occurred within the backup. In total, eight vehicles were involved, and four people received fatal injuries, including the operator of the K Express semi.*

A limited analysis of the collision was completed using the scene evidence, as well as the information obtained from follow-up investigations. The primary objective of this analysis was to collect, document, and preserve perishable scene evidence and determine the positioning of the involved vehicles.

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***Crash Location:***

The crash occurred on I-39/90/94 northbound near mile post 120 (**Figure 1-Red Circle**). In the area of the crash, I-39/90/94 is a north/south, six-lane concrete highway, with three lanes of travel in each direction. The roadway was straight and level for a considerable distance south of the crash site. Dashed white lines defined the three travel lanes and the outer lane edges were defined by a solid yellow lane line on the left and a solid white fog line on the right. The posted speed limit in the area of the crash was 70 mph.

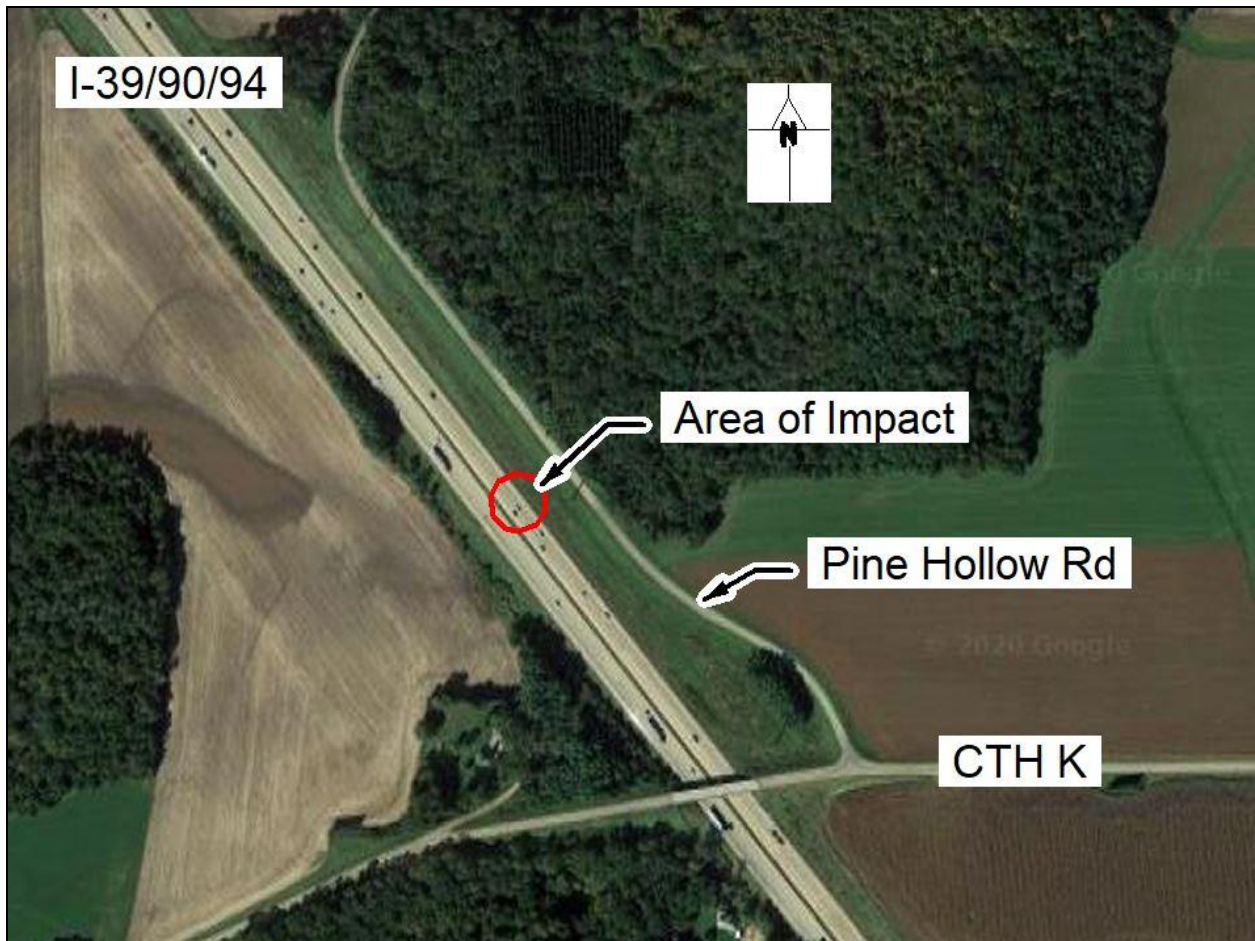


Figure 1-Crash Location

***Initial Scene Examination:***

This author observed a total of eight involved vehicles, which included three semi units, one dump truck, three passenger vehicles, and a pickup truck. The K Express semi, blue Ford F-150 pickup, tan Chevrolet Malibu, and silver Volkswagon (VW) Passat were observed in the east ditch. All four vehicles were severely damaged and burned to varying degrees. This author observed deceased occupants in the Chevrolet, VW, and the K Express semi unit. This author

was advised good Samaritans pulled two occupants from the burning Ford. Those two individuals were transported to the UW Hospital in Madison prior to my arrival.

A white Kia SUV was observed in the east ditch, south of the previous four vehicles. The Kia sustained heavy damage during the collision and a deceased occupant was observed in that vehicle as well. A Mack dump truck was observed facing southwest, partially on the east shoulder and right lane, with its rear resting against the rear of the K. Express trailer. The operator of the dump truck was transported to a local hospital prior to this author's arrival.

A TransX semi unit was observed in the center lane, with damage to the right side of the trailer. A Med Trans semi unit was observed on the right shoulder, north of the seven other vehicles, with damage to the rear of the trailer. Responding troopers advised the Med Trans semi unit was in the right lane and had been moved to the shoulder by the operator after impact. This vehicle was moved from the scene prior to the completion of the forensic mapping.

The initial crash involved the K. Express semi unit striking the rear of the white Kia SUV. There were no pre-impact tire marks identified from the K. Express semi. Post impact scrapes, gouges, and tire marks identify the areas of impact in the right lane. Scrapes, gouges, tire marks, and furrows continued northeasterly off the roadway, into the east ditch, and terminated near the final rest locations of the corresponding vehicles involved.

***Forensic Mapping:***

This author forensically mapped the scene, residual evidence, and involved vehicles utilizing a Trimble S5 robotic total station. **(Figure 2)** The Trimble S5 is an electronic instrument that collects data points at a scene using an angle measuring system (theodolite), an electronic distance measuring (EDM) system, a reflective prism and data collector. The data points are utilized in a computer aided drawing (CAD) environment to complete a scale scene diagram of the crash site. The data points stored include, but are not limited to, pavement edges, vehicle final rest locations, pavement markings, and other scene evidence. The collected data was utilized to complete a scaled scene diagram, which is attached to this report. Trooper Drager scanned areas of the crash scene utilizing a Trimble SX10 surveying/scanning total station. The unprocessed scan file (.capture) from the Trimble SX10 can be utilized in the future as needed.



*Figure 2 - Trimble S5 Total Station*

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### ***Photography and Videos:***

A total of 714 photographs and seven videos were obtained by this author from responding troopers and inspectors. Two videos were obtained from the State Traffic Operations Center (STOC), one video from a semi dashcam, and four videos of the post-crash scene from a drone.

Dashcam video obtained from the operator of a semi unit following the K. Express semi northbound on I39/90/94 was reviewed. No brake lights were visible from the K. Express trailer as it crashed into the traffic backup. The dashcam video shows a speed of 71 mph in the upper right-hand corner. The K. Express semi shown on video appears to be traveling at a similar speed.

### ***Vehicle Examination:***

The K. Express semi unit was a 2013 Freightliner, white in color, displayed an Illinois apportion registration plate of P926191, and Vehicle Identification Number (VIN) 1FUJGLDR4DSBV4582. **Figure 3** shows the damaged and burned semi-tractor and trailer unit. The attached trailer displayed an Illinois registration plate of 607010ST, VIN of 1UYVS2538H7178208, and sustained damage during the collision sequence. A post-crash inspection of this semi unit was completed by Inspector Creighton Schwark. His report is attached to this reconstruction package.



*Figure 3-Damaged K. Express Semi Unit (IMG\_7846.JPG)*

The 2021 Kia Seltos was white in color, displayed a Wisconsin dealer plate of [REDACTED], and a VIN of KNDEUCAA7M7[REDACTED]. As shown in **Figure 4**, the Kia sustained heavy rear-end damage when it was struck by the K. Express semi. The Kia sustained secondary damage as it rolled down the east embankment to its final rest.



*Figure 4-Damaged Kia (IMG\_7827.JPG)*

The 2006 Volkswagen Passat was gray in color, displayed a Wisconsin registration plate of 8[REDACTED], and a VIN of WVWFU7-3C56P[REDACTED]. As shown in **Figure 5**, the VW sustained heavy damage to its rear and left side during the collision sequence and ensuing fire. The VW also sustained front left side damage, observed in image 7845.



*Figure 5-Damaged VW (IMG\_7769.JPG)*



The 1999 Chevrolet Malibu was tan in color, displayed a Wisconsin registration plate of [REDACTED], and a VIN of 1G1ND52M3X6[REDACTED]. As shown in **Figure 6**, the Chevrolet sustained heavy damage during the collision sequence and ensuing fire.



*Figure 6-Damaged Chevrolet  
(IMG\_7847.JPG)*

The 2018 Ford F150 was blue in color, displayed a Wisconsin registration plate of [REDACTED], and a VIN of 1FTEW1EP2JKG[REDACTED]. As shown in **Figure 7**, the Ford sustained heavy front and rear end damage during the collision sequence and totaling damage from the ensuing fire. The hood of the Ford was found embedded in the rear-end of the Mack dump truck.



*Figure 7-Damaged Ford (IMG\_7895.JPG)*

The 2018 Mack dump truck was gray in color, displayed a Wisconsin registration plate of RB30711, and a VIN of 1M2AX16C1JM040536. As shown in **Figure 8**, the Mack sustained front, rear, and right-side damage during the collision sequence. A post-crash inspection of the Mack was completed by Inspector Benjamin Hildebrandt. His report is attached to this reconstruction package.



*Figure 8-Damaged Mack  
(IMG\_7882.JPG)*

The TransX semi unit was a 2020 Peterbilt, white in color, displayed a Minnesota apportioned plate of PAS1595, and a VIN of 1XPBD9X0LD275806. The trailer was white in color, displayed a Manitoba registration plate of TD8638, and a VIN of 1YUVS2537EU069526. As shown in **Figure 9**, the semi-trailer was damaged on the right side near the landing gear during the collision sequence. A post-crash inspection of this unit was completed by Inspector Jonathan Root. His report is attached to this reconstruction package.



*Figure 9-Damaged TransX Semi  
Unit (IMG\_7867.JPG)*

The Med Trans semi unit was a 2020 Volvo, white in color, displayed an Illinois apportioned plate of P1039831, and a VIN of 4V4W19EG1LN244334. The semi-trailer was white in color, displayed an Illinois registration plate of 639995ST, and a VIN of 1UYVS24277G284009. As shown in **Figure 10**, the semi-trailer sustained to its rear during the collision sequence. A post-crash inspection of this unit was completed by Inspector Teresa Burchard. Her report is attached to this reconstruction package.



*Figure 10-Damaged Med Trans  
Semi Unit (IMG\_0928.JPG)*

***Interview – Dawn Marshall:***

On June 16, 2020, this author contacted Ms. Marshall via phone. Ms. Marshall stated that she was operating the TransX semi unit northbound in the middle lane. Approximately five miles prior to the backup, Ms. Marshall advised she observed a sign that said “accident ahead, please be prepared to stop.” As she approached the backup, Ms. Marshall advised that she was able to see and identify the traffic ahead and had come to a complete stop. Ms. Marshall advised she was at a dead stop for approximately two minutes prior to the crash, with the lights and 4-ways on. Ms. Marshall advised that she didn’t realize a crash was imminent until she heard a boom. At that time, Ms. Marshall stated that she looked in her mirror and saw the semi and dump truck coming at a high rate of speed. Ms. Marshall recalled holding the steering wheel tightly and stepping on the brake pedal. When asked about the collision sequence, Ms. Marshall advised that she didn’t recall the order of the vehicles to her right. Ms. Marshall advised that she is experiencing some neck and back pain.

***Interview – John Williams:***

On June 16, 2020, this author contacted Mr. Williams via phone. Mr. Williams was operating the Med Trans semi unit in the right lane. Prior to the crash, Mr. Williams advised that he remembered seeing a sign or two that traffic is slowing/stopping ahead and thought to himself that he hates being at the end of these traffic queues. Mr. Williams advised that he recognized the backup right away and came to a complete stop with the 4-ways on, but believes he turned them off once the vehicle behind him stopped. Mr. Williams couldn’t see anyone directly behind him, but believes it was the dump truck. Mr. Williams didn’t realize the crash was imminent until it had occurred, and he observed a tire roll by him on the passenger side. Mr. Williams exited his semi unit and attempted to extinguish the burning pick-up truck.

***Interview – Michael Hayes:***

On June 16, 2020, this author contacted Mr. Hayes via phone. Mr. Hayes was operating a Freightliner equipped with a dashcam video, northbound in the right lane. Mr. Hayes stated the semi that caused the crash had passed him a couple of miles prior to the crash. As the semi passed, Mr. Hayes observed the driver had his cell phone in his right hand but didn’t believe he was using it. Mr. Hayes advised the semi was probably going about 70 mph as it passed. Approaching the backup, Mr. Hayes advised he recognized the traffic queue across all three lanes. Mr. Hayes observed the semi hit the Kia and then observed the dump truck hit the semi in the center lane. Mr. Hayes stated that he did not see brake lamps on the semi-trailer prior to impact with the Kia. Mr. Hayes advised that he exited his semi unit and attempted to help the operator of the Kia but was unable to break the windshield.

***Interview – Jennifer Adler:***

On June 16, 2020, this author contacted Mrs. Adler via phone. Mrs. Alder advised she was seated in the passenger seat of a black van traveling northbound to the Mauston area for her son's baseball tournament. Her husband was operating the vehicle and had just changed lanes from the right lane to the center lane as they approached the traffic queue. Mrs. Alder stated the lane change was done to position themselves into which ever lane was moving faster through the back up and pointed out that you could see it on the dashcam video from the Freightliner. Mrs. Adler advised she saw at least one sign for crash ahead just north of De Forest. As they approached the traffic queue, made the lane change, Mrs. Adler advised they were at a slow roll when it all happened. Mrs. Adler realized the crash was imminent when her husband stated he's not stopping. Mrs. Adler advised there was a flash of white through the right lane, recalls the first vehicle being hit was white in color, observed the dump truck spin, and the semi going down the hill. Mrs. Adler advised that she didn't recall the pre-crash location of the other vehicle involved in the crash.

***Interview – Bradley Hemmer:***

On June 17, 2020, this author contacted Mr. Hemmer via phone. Mr. Hemmer advised he was operating a gray Honda Civic in the far-left lane. Mr. Hemmer advised that he didn't realize he was approaching a backup with stopped traffic. Mr. Hemmer advised there was a group of cars approximately 500 yards ahead of him when he observed black smoke. Mr. Hemmer recalls observing vehicles on fire and the boy and his dad in the front seat of the truck as he attempted to help by removing the boy.

***Interview – Clayton Mortenson:***

On June 17, 2020, this author contacted Mr. Mortenson via phone. Mr. Mortenson advised he was operating the Mack dump truck stopped in the right, northbound lane. Mr. Mortenson advised he observed a sign for accident ahead, then two orange signs for accident ahead. As he approached the traffic queue, Mr. Mortenson advised he could tell the traffic ahead was stopped and wasn't moving. Mr. Mortenson advised he was stopped in the backup for about a minute or two and believes he put his strobes on. Mr. Mortenson recalls seeing a semi unit ahead of him, a semi unit to his left, and a tan vehicle behind him, but advised if another vehicle was directly behind him, he may not have been able to see it. Mr. Mortenson recalls seeing the semi hit the car through his driver's side mirror and putting his hands up like a boxer to protect himself prior to impact. Mr. Mortenson was transported to the UW hospital.



***Interview – Ross Kopfer:***

On July 28, 2020, this author made contact with Mr. Kopfer at the UW hospital in Madison, Wisconsin. Mr. Kopfer advised that he and his son left home in Oconomowoc around 5:30 a.m. and were traveling northbound in the Ford F150 for a baseball tournament in Mauston. Mr. Kopfer advised that he got about 7-8 hours of sleep that night, which is normal for him. Mr. Kopfer recalls that he had stopped for the traffic queue and was probably stopped for 30 seconds to a minute prior to impact, but doesn't remember what lane he was in or what vehicles were around him. The next thing Mr. Kopfer recalls were the individuals that risked their lives removing his son and him from the burning truck, and was thankful. Mr. Kopfer advised his son is still recovering, but at home. Mr. Kopfer advised his son doesn't recall anything from the crash.

Additional witness statements have been obtained and are included in this reconstruction package.

***Environmental/Highway Factors:***

Historical weather data on June 12, 2020, at approximately 6:53 a.m., was recorded at the Dane County Regional Airport Station located in nearby Madison, Wisconsin. Historical data indicates there was no precipitation falling, the temperature was approximately 61 degrees Fahrenheit, with 6 mph winds.<sup>1</sup>

I-39/90/94, in the area of the crash, was dry, appeared to be in good condition, and free of any obvious defects. No environmental or roadway conditions have been identified as contributing factors in this collision.

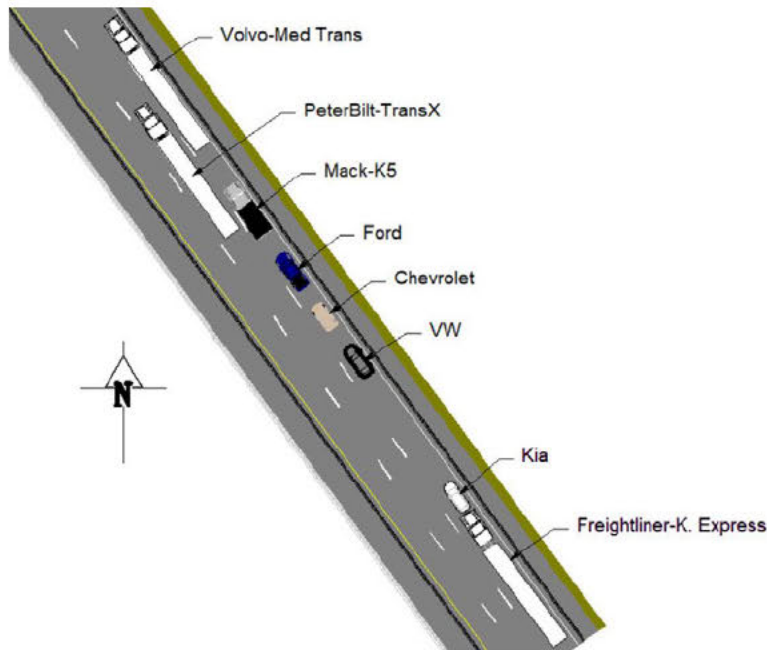
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<sup>1</sup> <https://www.wunderground.com/history>

***Pre-Crash Sequence:***

**Figure 11** shows the involved vehicles in their approximate pre-crash order and alignment. The pre-crash order and alignments were determined by video and physical scene evidence



*Figure 11-Pre-Crash Sequence*

***Summary:***

A primary responsibility of any crash investigation is the documentation and preservation of the available physical evidence. The primary analytical focus of the Wisconsin State Patrol's Technical Reconstruction Unit is the reconstruction, analysis, and detailed reporting of criminal vehicular collisions. Currently, no criminal charges will originate from this collision. The collected information can serve as an adequate foundation for future analysis as needed. Additional investigations are being completed by the National Transportation Safety Board (NTSB) and the Columbia County Medical Examiner's Office. This report accurately reflects my involvement in this crash investigation.

Respectfully submitted,

Trooper C. VandenHoven  
Technical Crash Scene Investigator  
Wisconsin State Patrol – Wausau Post

(715) 845-1143

***Information Reviewed for Report Preparation:***

- Printed Material(s) and Police Reports

*In completing the previously offered objectives, numerous police reports and published references were reviewed. The police reports noted pertained to the Wisconsin State Patrol Southwest Region CFS case number 000153-8727. These items of information that were reviewed include the following:*

1. Wisconsin State Patrol Crash Report number (DT4000) KRL114K18M.
  2. Wisconsin State Patrol Post Crash Inspection Packets (4).
  3. Trimble S5 robotic total station forensic mapping data of the crash location on June 12, 2020, by this author.
  4. Photographs:
    - a. 714 photographs of the crash scene, involved vehicles, and residual evidence.
  5. Videos:
    - a. Seven videos of the pre-crash and post-crash scene.
  6. Wisconsin Department of Transportation records concerning the involved vehicles.
  7. Wisconsin State Patrol Traffic Crash Statements.
  8. Traffic Crash Report Statements (SP4426)/Voluntary Statements (SP4590) - 9
  9. Columbia County Sheriff's Office 911 call log.
- Computer Software Data

The following computer software programs or professional websites were utilized in preparing this collision analysis:

1. Crash Zone™ Version 10.6.5 – professional drawing software.
2. Microsoft Word 2013 – word processing software.
3. Google Earth Maps – mapping website.
4. Historical weather data from the Dane County regional Airport Station located in nearby Madison, Wisconsin, as catalogued by the Weather Underground, in Ann Arbor, Michigan ([www.wunderground.com](http://www.wunderground.com)).

## REPORT SUPPLEMENT

**CASE NUMBER: 000153-8727**

**REPORTING RECONSTRUCTIONIST: Michael Marquardt**

**INCIDENT TYPE: Fatality Crash**



**June 15<sup>th</sup>, 2020**

### **Notification:**

On Friday, June 12<sup>th</sup>, 2020 I had been contacted earlier that morning to respond to assist at a crash event on I-39/90/94 near milepost 119 northbound that involved a straight truck striking a State Patrol cruiser, where a highway worker, the straight truck operator and two State Patrol personnel had been injured. I had responded to that crash scene and was assisting with a crash reconstruction, when I was advised that a large secondary crash had occurred in the back up. I turned to the south and noted heavy smoke at that location. I spoke to additional investigators at the crash scene and advised that I would responding to this second large event, to identify what resources would be needed.

I traveled south on I-39/90/94, passing the second crash event located near milepost 120 northbound. I noted multiple commercial motor vehicles, passenger cars and a dump truck involved. One of the semi units was on fire, as were several of the passenger vehicles. I took the next available cross over and arrived at the rear of the event at approximately 7:01 AM.

### **Actions at the MP 120 Crash Scene:**

I assessed the crash event for the resources that would be needed, and Trooper Chris VandenHoven was directed to respond to complete the crash reconstruction. He was assisted at the scene by Trooper Pete Moe and Trooper Tracy Drager of the State Patrol's TRU. Trooper Courtney Wynstra and Trooper Cody Digre also assisted as Technical Crash Scene Investigators.

In examining the crash location, I noted that the crash involved three semi units, a dump truck, three passenger vehicles and a pick up truck. The primary striking semi, pick up truck and two of the passenger vehicles had burned and were burning in the right ditch line as I arrived on scene. I noted a white passenger vehicle in the right ditch, south of this fire. This vehicle had extensive damage and appeared to be the first vehicle struck by the at fault semi unit. There was a deceased subject in this vehicle, and I was later advised that in both passenger vehicles and the semi that was on fire a single deceased subject existed. I was also advised that a father and son had been in the pick up truck, and that civilians had extricated them, saving their lives since the pick up later burned.

While at the scene of the crash I assisted in coordinating the recovery of the vehicles between Blystone's Towing, the fire chief and the State Patrol management team. Based on the extensive damage and time needed to complete extrication of the deceased, it was decided to tow the vehicles

with the deceased present inside to Blystones, where the Portage Fire Department would complete extrication.

I also ensured that post-crash inspectors were assigned to this crash and that those post-crash inspections were being completed. Later, I held a post investigation briefing at the Deforest Post to review the actions taken at the crash scene and items that still needed to be completed for this case for assignment. Of importance was identification of the deceased.


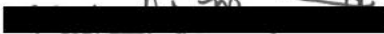
**Follow-on Actions:**

A press conference with local journalists was provided at the Deforest Post on the afternoon of June 12<sup>th</sup>. I assisted with this conference. After the briefing with team members and the press conference, I traveled to Blystones Towing where I assisted the Columbia County Medical Examiner with identification of one of the drivers, Stephanie McMullen, who had been operating a Chevrolet Malibu sedan.

Finally, I was contacted by a representative of the National Traffic Safety Board on Sunday, June 14<sup>th</sup>, 2020 and I was advised that they would be reviewing the elements of the crash events from this day. I will be assisting them in providing materials that they need to complete their investigation.

End of Report

Respectfully Submitted:

Sergeant Michael Marquardt  
Wisconsin State Patrol  
Technical Reconstruction Unit  
ACTAR # 1507





# CRASH RECONSTRUCTION REPORT

**CASE NUMBER: 000153-8727**

**REPORTING RECONSTRUCTIONIST: Peter M. Moe**

**CRASH TYPE: Fatal**



**June 17, 2020**

## **- FORWARD -**

*Crash Reconstruction is a comprehensive subject with many facets and specialty fields. The primary responsibility of the investigation is to document and preserve all available physical evidence. The following report is limited to the subjects stated herein. The author and the Wisconsin State Patrol reserve the right to conduct a more extensive analysis of the available material on a later date as necessity dictates.*

## **REQUEST FOR ASSISTANCE**

On June 12, 2020, this author was investigating the scene of an injury crash that occurred on Interstate 39 (I-39) north of State Trunk Highway 60 (STH 60) in the County of Columbia, Township of Arlington. While on scene, I was contacted by Sergeant Michael Marquardt of the Wisconsin State Patrol's Technical Reconstruction Unit, and advised of a severe fatal crash that just occurred on I-39 south of STH 60, in the traffic backup. After completing my current scene investigation, I proceeded south to the fatal crash scene.

Upon arrival, this author was briefed by Trooper Christopher Vandenhoven on the facts surrounding the crash. A semi unit traveling northbound crashed into the stationary traffic backup, continued northbound crashing into several vehicles, traveled off the roadway into the east ditch, and became engulfed in flames.

This author was notified my involvement would be limited to assisting Trooper Vandenhoven with examining the scene, mapping and photographing the residual evidence, involved vehicles, and determining the area of impact location.

## **SUMMARY**

Statements regarding the events are consistent with the evidence documented at the scene. The collected data is sufficient to conduct a more extensive analysis of the available material at a later date as necessity dictates.

Respectfully submitted,



Peter M. Moe

**Technical Reconstruction Unit**

ACTAR - Accredited Crash Reconstructionist #2709









# Wisconsin State Patrol

## Driver Interview

Aspen #: WI2674000874 7 vehicles, burning vehicles, several injuries and 4 people dead	RD#: 000153-8727
Crash#: KRL114K18M	Crash Date/Time: 06-12-20 6:45 AM
Crash Location: I39/90/94 MP 120.5	Interview Date/Time : 06/16/2020 23:15
Conducted By: Insp. J. Root #2674 <sup>via email</sup>	Person Consented to Recording:
Tape Recorded: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

**MIRANDA RIGHTS GIVEN: YES  NO  HOW:**

Can you state your name and spell it please? *Dawn Denise Marshall*

What is your current address? [REDACTED] *Cleveland, OH 44120*

What is your date of birth? [REDACTED]

What is your current phone number? [REDACTED]

What company do you work for? *TransX LTD*

What is the company's address? *2929 Lone Oak Circle, Eagan, MN 55121*

What is the company's phone number? *800-328-7645*

This interview is in reference to the crash, which occurred on *06/12/2020* at *06:50*  
in *Columbia* county.

Were you a:  Witness to the crash  Driver Involved

Is this statement given voluntarily? *Yes*

1. What highway were you on? *I-39N/I-90W*
2. What direction were you traveling? *North*
3. Do you recall how many traffic lanes there were? *3 in each direction*
4. What lane were you traveling in? *Center*
5. Did you change lanes prior to the crash? If so when and where? *No*
6. Could you describe the traffic conditions in the area? *Standstill*
7. What were the weather conditions? *Clear/Sunny*
8. What were the road conditions? *Dry*
9. What was the visibility at the time? *Clear*
10. Did anything interfere with your view prior to the crash? *No*
11. Do you recall how fast you were traveling? *0 mph*
12. If applicable, at what distance were you following the vehicle immediately in front of you?  
*N/A*
13. Describe what happened. *I came to a complete stop due stopped traffic ahead of me.*
14. Were you wearing your safety belt at the time of the crash? *Yes*
15. Who else was in the vehicle with you? (What is their name and where were they seated)?  
*N/A*
16. Where did you start driving today? *Gary, IN* Is this the same place you stopped driving on the previous day? *Yes*
17. Did you apply tractor and trailer service brakes? *Not until I felt the impact to my trailer.*
18. Did you use the trailer hand valve? *Not until I was hit.*
19. Do you recall what gear you were in at the time of the crash? *2<sup>nd</sup> gear*

20. As far as you know, was there anything wrong with your vehicle prior to the crash? *Nothing was wrong with my truck.*

21. What is your load? *Unknown* Where did you pick up the load? *Holiday City, OH*

22. Do you know the weight of the load? *No* What is the empty weight of the vehicle?  
*Approximately 31,000 lbs*

23. Did you scale the vehicle during this haul? *Yes at the Menards DC*

24. If scaled, where is the weight ticket or receipt? *No ticket or receipt available*

25. Are you taking any medications? *Yes*

26. When was the last time you took any medication? *14 days prior*

27. Do you have any medications in your vehicle? *No*

28. When was the last time you had any alcoholic beverages? *3 weeks ago*

29. Are there any alcoholic beverages in your vehicle? *No*

30. Do you use high caffeine energy drinks like (5 hour energy, Amp, Monster, or Boost Energy for example) or take caffeine tablets while driving to increase your alertness while driving? *No*

If so when was your last consumption of it and where did you get it? (A truck stop or bring it with you from home).

31. Do you take any type of caffeine tablets or substances? *No*

32. Do you use any other type of drug? (Elicit or Marijuana) *No*

33. Do you wear corrective lenses? If so what type and what for? *Yes, for reading*

34. Were you wearing any corrective lens at the time of the crash? *No*

35. Is your vehicle equipped with an electronic log, computer or satellite communications system?  
*Yes*

36. Does your company track your vehicle with GPS capabilities? *Yes*



37. Does your vehicle have a company radio or mobile phone? *No* Do you use blue tooth, wireless headset, wired headset or hand held? *Bluetooth wireless headset* If so, were you using it? *No, not using it at the time of accident.*
38. Do you have a radar detector in your vehicle? *No*
39. Were you fatigued? *No* If so, did you fall asleep?
40. How much sleep have you had in the last 24 hours? *Over 10 hours*
41. Where (location) and when did you last sleep? *Love's Travel Stop, Gary, IN, Grant Street*
42. Did you sleep in the sleeper berth, home, motel, etc.? *Sleeper berth*
43. Who is the company safety officer? *John Hric* What is the phone number to reach them?



Is there anything else you can think of which you would like to add? *Not at this time.*

Do you have any questions that I may be able to answer? *May I have my previous written witness statement forwarded to me, please?*

Driver Signature	<i>Dawn D. Marshall</i>
Interviewer Signature	<i>[Redacted]</i> <i>John Hric</i> Dawn was interviewed email.
Date & Time	<u>06/16/2020</u>