



**FACTUAL REPORT OF INVESTIGATION
SPORT UTILITY VEHICLE CENTERLINE CROSSOVER COLLISION
WITH PICKUP TRUCK ON STATE ROUTE 33**

Avenal, CA

HWY21FH003

(18 pages)

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C.**

FACTUAL REPORT OF INVESTIGATION

A. CRASH INFORMATION

Location: State Route 33 (South Lost Hills Road), 2 miles south of Sutter Avenue
Avenal, CA

Vehicle #1: 2013 Dodge Journey SUV
Operator: 28-year-old male (fatally injured)

Vehicle #2: 2007 Ford F-150 pickup truck
Operator: 34-year-old female (fatally injured)
Occupants: 7 occupants ranging in ages 6 to 15 (fatally injured)

Date: January 1, 2021 (Friday)

Time: Approximately 8:00 p.m. (Pacific standard time)

NTSB #: **HWY21FH003**

B. INVESTIGATIVE GROUP

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C. CRASH SUMMARY

For a summary of the crash, refer to the *Crash Summary* in the docket for this investigation. details of the investigation

D. DETAILS OF THE INVESTIGATION

Due to NTSB COVID-19 travel restrictions in place on the day of the collision, no NTSB investigators responded to the crash location. NTSB coordinated with CHP investigators from the CHP Coalinga Area Office and the CHP's Multidisciplinary Accident Investigation Team (MAIT) to collect perishable physical evidence and to document the condition of the vehicles and crash scene. NTSB Investigator Karol conducted a follow-up visit to the crash scene on March 16, 2021, to inspect the highway environment and observe friction testing of the State Route 33 roadway surface.

This factual report of investigation will be divided into the following major sections:

1. Injuries
2. Emergency Response
3. Occupant Restraints
4. Vehicle Information
5. Highway and Environment Information
6. Driver Information

1. Injuries¹

Table 1 provides injury levels for the sport utility vehicle (SUV) driver, pickup truck driver, and truck passengers. All occupants in both vehicles were fatally injured.

Table 1. Injury levels for SUV driver, truck driver, and truck passengers.

| Injury Severity | Fatal | Serious | Minor | TOTAL |
|------------------|-------|---------|-------|-------|
| SUV driver | 1 | 0 | 0 | 1 |
| Truck driver | 1 | 0 | 0 | 1 |
| Truck passengers | 7 | 0 | 0 | 7 |
| TOTAL | 9 | 0 | 0 | 9 |

¹ Injury descriptions in this report were obtained from Fresno County Coroner's autopsy reports (case numbers 21-01.020 to 21-01.028).

The SUV sustained major front-end damage and intrusion, which extended rearward into the driver's seating and passenger compartment. The 28-year-old male SUV driver was found lying across the center console with upper body extending across the front passenger seat. Fatal injuries to the SUV driver included blunt force trauma.

The truck sustained major front-end damage and intrusion. The exterior and interior of the truck was burned by a postcrash fire. The 34-year-old female truck driver was found in the driver's seat and it was reclined rearward into the rear seating area. Her fatal injuries consisted of blunt force abdominal trauma. A 6-year-old male was found sitting in the truck's front middle seating position. Fatal injuries to the boy consisted of blunt impact head and skeletal injuries. A 14-year-old female was located slumped down in the right front passenger seating area with legs up on the dashboard. Fatal injuries consisted of chest and abdominal trauma.

Five children were in the rear seating area of the truck. A 11-year-old male was found in the left rear passenger seat area underneath the driver's seat which was reclined rearward on top of him. Fatal injuries consisted of thermal burns. Four female passengers, ages ranging from 8 to 15, were found in the right rear passenger seating area. Two of the girls sustained fatal blunt force trauma to the head. The other two girls sustained fatal thermal injuries.

2. Emergency Response

On January 1, 2021, CHP Fresno Communications Center received a 911 call from a witness reporting a two-vehicle crash with a truck engulfed in fire at about 8:00 p.m. (local time).² One CHP unit and an engine unit from the California Department of Forestry and Fire Protection (CAL FIRE) arrived on scene at 8:09 p.m.; about 9 minutes after the crash.

Several witnesses who stopped at the crash scene reported the truck being on fire off the east road edge of State Route 33.³ One of the witnesses heard a female voice yell from inside the truck. Attempts to extricate the occupants from the truck were unsuccessful due to the rapid spread of the fire.

A multiagency response consisted of local and state emergency service agencies, which included resources from Fresno County EMS, Fresno County Sheriff's Office, Avenal Police Department, and the California Department of Transportation (CalTrans).

The solo driver of the SUV and eight occupants of the truck were all pronounced dead at the crash scene. No medical transport of occupants was necessary. State Route 33 was closed to all traffic for the duration of the emergency response and on scene crash investigation. The roadway was reopened to traffic at about 3:25 a.m.

² See the *CHP Incident Detail Report* in the public docket for additional details regarding the emergency response.

³ See the *Witness Statements Obtained by California Highway Patrol* in the public docket for additional information.

3. Occupant Restraints

3.1 2013 Dodge Journey SUV

The SUV was equipped with a lap/shoulder belt for the driver's seating position. Postcrash inspection of the restraint system by the CHP showed no evidence of the seat belt being worn by the driver. The SUV was equipped with air bags for the driver and front passenger seating positions. The driver's steering wheel mounted air bag, driver's knee bolster air bag, driver's side seat air bag, passenger's side seat airbag, left side curtain air bag, right side curtain air bag, and the passenger frontal air bag all deployed during the collision sequence.

3.2 2007 Ford F-150 pickup truck

The truck was equipped with 6 seat belts for the eight occupants in the vehicle. There were three front seat sitting positions. The driver and right-front passenger seats were equipped with lap/shoulder belt restraints. The front middle seat was equipped with a lap-only belt. The rear seat had 3 lap/shoulder belts available for the five rear seat child-age passengers. The truck was also equipped with air bags for the driver and front passenger seating positions. Due to the postcrash fire and thermal damage to the seat belts and air bags, it is unknown if the air bags deployed during the crash and if any of the seat belts were in use at the time of the crash.

During an interview with the husband of the Ford truck driver, he advised it was extremely unusual for his wife to drive the truck with 7 children in the vehicle with not enough seat belt restraints or a child safety seat.⁴ On the day of the crash, the truck driver was asked to watch her sister's 3 kids for the day so that her sister could visit another child in the hospital. The driver's husband added that the trip to the beach must have been a spur of the moment decision because he didn't know she was making the trip with all 7 children in the truck.

3.3 California Occupant Protection Laws

California Vehicle Code section 27315 is designed to increase traffic safety and reduce deaths and injuries on California roadways by imposing seat belt use requirements. Seat belt use requirements under 27315 VC include:

- Persons age 16 years of age or older cannot operate a vehicle, or be a passenger within vehicle, unless properly restrained by a safety belt.
- No person shall operate a limousine or emergency vehicle unless the operator, and any passenger age eight years or over in the front seat, are properly restrained by a safety belt.
- A person cannot drive a taxicab with a passenger in the front seat that is age eight years or older unless the passenger is properly restrained by a safety belt.

Section 27315 VC is a primary enforcement law meaning that law enforcement officers may issue a citation any time they observe an unbelted driver or passenger. 27315 VC also imposes a requirement on vehicle owners to maintain safety belts in good working order. Under VC 27315, "properly restrained by a safety belt" means that the lower (lap) portion of the belt crosses the hips or upper thighs of the occupant and the upper (shoulder belt) portion of the belt, if present, crosses the

⁴ See the *Interview of Ford Truck Driver's Family Members* in the public docket for additional information.

chest in front of the occupant. For vehicles manufactured after 1996, drivers and passengers must wear the entire shoulder harness and lap belt to be considered “properly restrained.”

California Vehicle Code Section 27360 is another primary enforcement law and imposes two requirements on drivers with respect to using child restraint systems. These are:

1. A child under the age of two must ride in a rear-facing car seat, not in a forward-facing car seat (unless more than 40 pounds in weight or 40 inches in height); and,
2. Children under 8 years of age must sit in a child car seat or booster in the back seat of the vehicle.

4. Vehicle Information

4.1 2013 Dodge Journey SUV

The 2013 Dodge Journey SUV had a Vehicle Identification Number (VIN) 3C4PDCBG0DTXXXXXX.⁵ The SUV was impounded by the CHP for evidence and stored at Eppler’s Towing and Transport storage yard, 5748 Avenue 7 ½, Firebaugh, California. A basic description of the vehicle damage is provided here, and more detailed information is provided in the Technical Reconstruction Group Chairman’s Factual Report, available in the crash docket. The right front (passenger side) was pushed rearward to the front firewall. The right front wheel and tire assembly was twisted left toward the engine compartment. The front bumper was bent inward and upward and displaced rearward with other engine components. Both front roof support structures (“A” pillars) were bent down and inwards toward the passenger compartment. The front roofline was bent rearward and upwards. See figures 1 and 2 for a depiction of the damage.

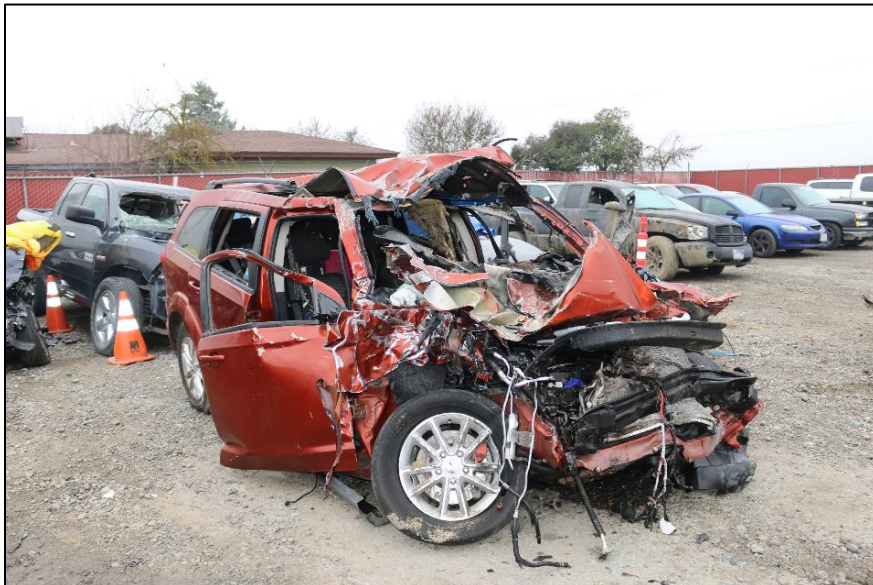


Figure 1. Damage to the front and right side of the SUV.

⁵ The last 6 digits of the VIN were replaced with X.

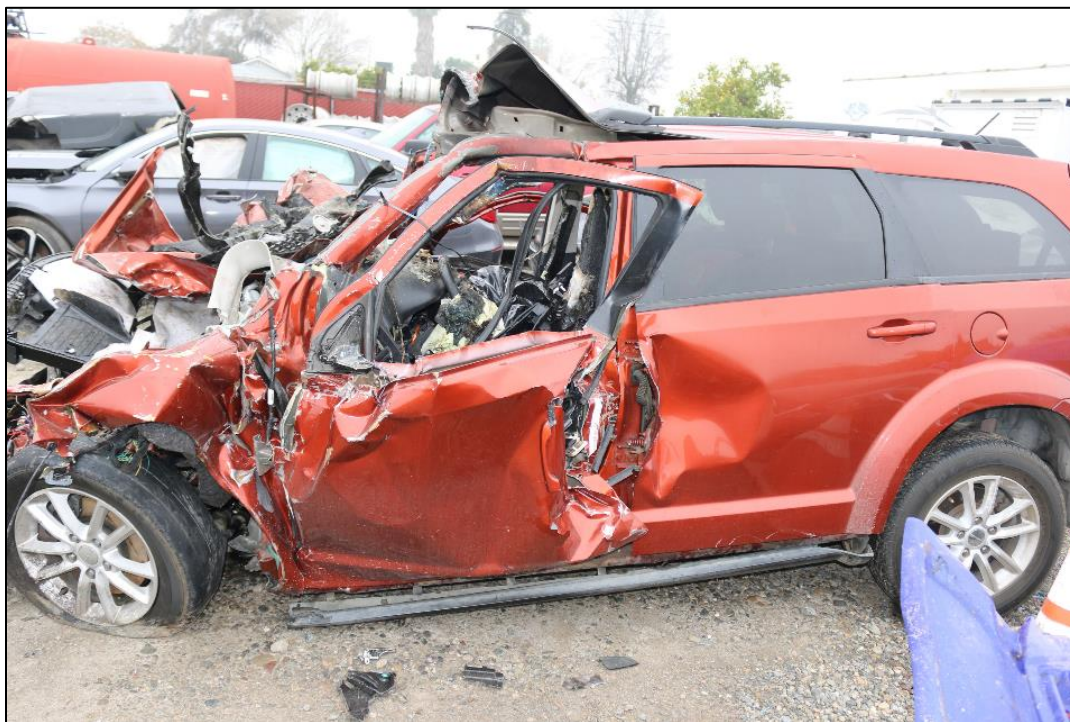


Figure 2. Damage to the left side of the SUV.

CHP investigators performed an inspection of the SUV and functional check of the steering, suspension, braking, and electrical systems, as well as the wheels and tires. The examination revealed no evidence of preexisting defects.

The registered owner of the SUV (wife of the driver) described the SUV being in good condition. The car was purchased in 2019 from used car dealership in Hanford, California.⁶ The owner reported that she always ensured that brake inspections and oil changes were up to date.

4.2 2007 Ford F-150 pickup truck

The 2007 Ford F-150 pickup truck had a Vehicle Identification Number (VIN) 1FTPW12527FXXXXX. The truck was impounded by the CHP for evidence and stored at Eppler's Towing and Transport storage yard, 5748 Avenue 7 ½, Firebaugh, California. A basic description of the vehicle damage is provided here, and more detailed information is provided in the Technical Reconstruction Group Chairman's Factual Report, available in the crash docket.

The truck was completely burned during the postcrash fire. The front bumper was bent and twisted rearward into the engine compartment area. The engine displacement caused the passenger compartment floor pan to deform upwards. The left front tire and wheel was torn from the truck during the collision sequence and the left fender was peeled rearward toward the engine compartment firewall. The right fender was buckled outward from the truck. The right front wheel was turned left with the bottom of the wheel bent upwards and inwards beneath the vehicle. The left side of the firewall and support for the "A" pillar was compressed rearward. The left side rocker panel was buckled and pushed upwards. The truck bed was displaced from the frame and

⁶ See the *Interview of Dodge SUV Driver's Wife* in the public docket for additional information.

the distance between the wheel well and tire was increased. See figures 3 and 4 for a depiction of the damage.



Figure 3. Damage to the front and left side of the truck.



Figure 4. Damage to the left side of the truck.

Due to the extensive fire damage to the truck, CHP investigators were unable to perform a complete functional check of the steering, suspension, braking, and electrical systems. The visual inspection of components did not reveal evidence of any preexisting defects. The husband of the truck driver was the registered owner of the vehicle. He advised the truck was purchased new from the dealership 14 years previously. He added they never experienced any mechanical problems or issues with the truck.⁷ About 3 to 4 months prior to the crash, the owner took the truck to a maintenance facility to get new tires, alignment, and balancing. The brakes of the truck were inspected and found to be in good condition.

The truck was inspected to ascertain the source of the fire. The vehicle motor was intruding into the front passenger compartment. The entire undercarriage displayed evidence of fire damage. The fuel intake was consumed by fire and only remnants of the fuel tank remained.⁸ Most of the fire damage was near the engine and front passenger compartment with a directional fire pattern from front to rear.⁹ One witness who stopped at the crash scene immediately after the crash, reported the fire starting near the front of the truck and spreading rearward.¹⁰ He added that the fire appeared to originate from a severed line in the truck's engine compartment. Another witness who attempted to extricate passengers from the truck said the fire originated near the bottom of the truck's firewall and spread rearward, quickly consuming the interior occupant compartment.

5. Highway and Environment Information

5.1 Description and Characteristics

The collision scene was in Fresno County on State Route 33 (SR-33), about 2 miles north of the city of Avenal. SR-33 was a designated north-south conventional highway and was orientated northwest-southeast at the crash location. Figure 5 below depicts the location of the crash.

⁷ See the *Interview of Ford Truck Driver's Family Members* in the public docket for additional information.

⁸ See the *CalFire Supplemental Report* in the public docket for additional information.

⁹ The truck was equipped with an inertial fuel pump shut-off switch that stops the electric fuel pump from sending fuel to the engine when the vehicle sustains a substantial jolt. The switch is located on the front passenger's footwell, behind the kick panel access cover, to the left of the fuse box. Due to the extensive fire damage, the functionality of the switch could not be determined. Since the battery (mounted on the passenger-side of the engine compartment) was damaged during the crash sequence, there was no power available for the electric fuel pump to continue operating after the impact with the SUV.

¹⁰ See the *Witness Statements Obtained by California Highway Patrol* in the public docket for additional information.

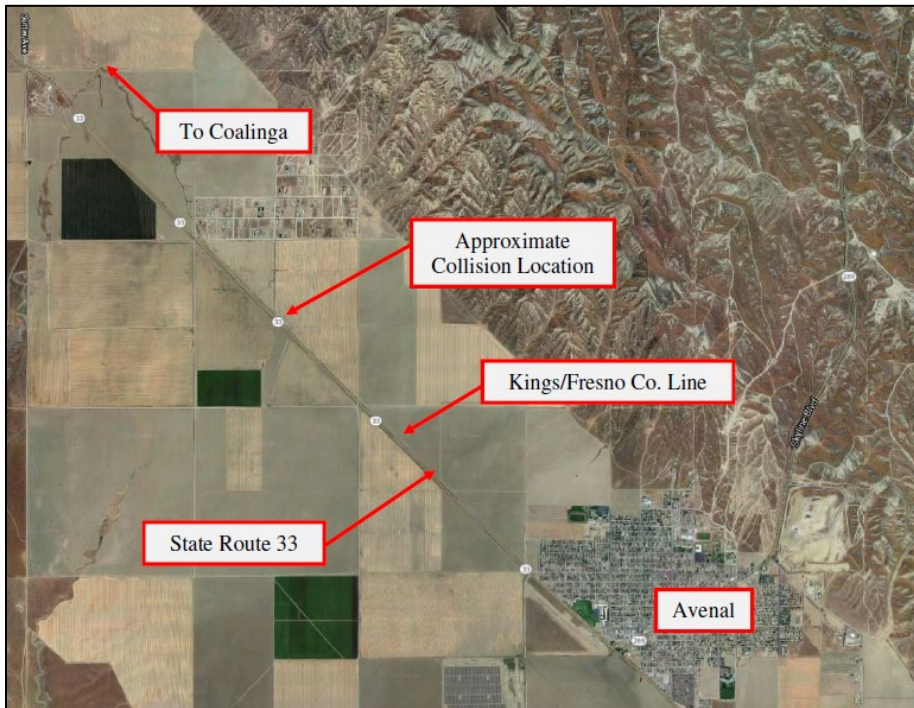


Figure 5. Map showing crash location. (Source: Google Earth, imagery date 6/30/2018)

The crash occurred along a straight segment of roadway about 1 mile north of the Kings/Fresno County Line near milepost marker 33 FRE 1.00. SR-33 was an asphalt paved, two-lane roadway with one lane in each direction. The asphalt roadway was found to be in good condition with a cross section measuring about 28-feet-wide. The travel lanes were about 12-feet-wide with approximate two-foot-wide paved shoulders. The lanes were divided by a 6-inch-wide dashed yellow center line pavement stripe.¹¹ The shoulders were delineated from the travel lanes by a 6-inch-wide solid white pavement stripe.¹² Bordering both edges of the paved highway were unimproved dirt and gravel shoulders.¹³

5.2 Traffic Volume and Speed

The maximum speed limit for SR-33 was 55 mph. The maximum speed limit sign was located about 1 mile south of the crash location near the Kings/Fresno County line. The sign was facing northbound SR-33 traffic. In 2017, the average daily traffic count was about 3,100 vehicles per day.¹⁴

¹¹ See Detail 6 within the *CA MUTCD Excerpt – Pavement Markings* in the public docket for additional information regarding the spacing of the centerline stripes and pavement markings.

¹² There were no longitudinal rumble strips milled into the shoulder due to the narrow shoulder width at the crash location and limited history of run-off-road crashes at the SR-33 crash site.

¹³ At the crash location, there was an approximate 1-inch drop off from the edge of the paved asphalt surface and the unimproved shoulder.

¹⁴ See the *State Route 33 Traffic Volume* in the public docket for additional information.

5.3 Crash History

Caltrans Traffic Accident Surveillance and Analysis System (TASAS) data was reviewed for a 3-mile segment of SR-33 (1.5 miles north and 1.5 miles south of the crash site) from 2015 to 2020.¹⁵ Thirteen crashes occurred: 8 were property damage only, 4 were injury crashes, and one was a run-off-the-road fatal crash. During the preceding 5-year period, there were no similar centerline crossover head-on collisions.

5.4 Weather and Illumination

Historical data from a weather station in Avenal indicate that – on January 1, 2021, at 7:53 p.m. – the weather was partly cloudy, the temperature was 47°F, the visibility was 7 miles, and the wind was from the northeast at 5 mph.¹⁶ It was dark with no ambient lighting present at the crash location. Sunset occurred about 4:57 p.m.

6. Driver Information

6.1 SUV Driver

6.1.1 Licensing and Experience. The Dodge Journey SUV driver, a 28-year-old male, was unlicensed with no record of ever possessing a driver license. He had a lengthy criminal history beginning at age 12 with numerous arrests related to criminal street gang activity. Much of his teenage years were spent in juvenile detention facilities. In 2012, when the SUV driver was 20-years old, he was arrested for serious felony criminal offenses and sentenced to 7 years and 8 months in state prison. He was released from prison on parole in 2017. At the time of the crash, he was no longer on parole.

A check of license records show the SUV driver had a March 7, 2018, traffic citation on his record for traveling at an unsafe speed for conditions (22350 CVC) and for driving without a license (12500A CVC).¹⁷ The SUV driver failed to appear in court for these violations. The driver had no crashes or other convictions on his record.

¹⁵ See the *California Department of Transportation TSAR Accident Summary* in the public docket for additional information.

¹⁶ See the *Avenal Weather and Illumination Data* in the public docket for additional information.

¹⁷ See the *CA DMV Driver License Information* in the public docket for additional information.

The wife of the SUV driver advised her husband had experience driving trucks and tractors at agricultural work locations. The SUV was registered to her, and she was the only person authorized to drive the vehicle. She said her husband was not allowed to drive the SUV because it was the family's only vehicle, it was not registered to him, he was not on the car's insurance policy, and he did not have a driver license. The wife said she would always drive her husband to and from work. Occasionally, the SUV driver would insist on taking the vehicle and driving it to perform local errands. On the day of the crash, the wife said her husband took the car's keys and SUV without her permission.¹⁸ The wife reported the SUV driver was very familiar with SR-33 and was aware of the 55-mph speed limit because the roadway was used daily as his route to work.

6.1.2 Health and Well-being. The SUV driver was not under the care of a primary physician and was not taking any prescription medications. His wife said her husband had vision problems but refused to see an optometrist and to determine if glasses were needed. Regarding his mental health, his wife said he had a lot of stress in his life and was concerned about finances. She reported he did not sleep well at night because of frequent nightmares related to trauma he experienced in prison. When he did sleep, his wife said her husband snored loudly. She added that she did not see her husband having difficulty sleeping on the night before the crash.

6.1.3 Alcohol and Drug Use. According to his wife, the SUV driver was a regular, "daily," user of marijuana, and preferred smoking marijuana over drinking alcohol.¹⁹ He would usually smoke marijuana about 2 to 3 times a day, usually in the afternoon when he got home from work. He would normally smoke around 4:00 p.m. and then later in the early evening. His wife said the SUV driver was trying to cut back on his marijuana use and was down to using about 3.5 grams (1/8 ounce) a week. He would smoke small bowls of "pot." Regarding alcohol, his wife said he would normally only drink at social gatherings, maybe once or twice a month.

6.1.4 Toxicology Results. Refer to *Medical Factual Report* in the public docket for additional information.

6.1.5 Precrash Activities. The SUV driver's precrash activities were based upon a review of cell phone data, information obtained during witness interviews, and CHP dispatch records.²⁰ Table 2 presents a timeline of the SUV driver's activities on the day of the crash and 2 days prior.

¹⁸ See the *Interview of Dodge SUV Driver's Wife* in the public docket for additional information.

¹⁹ Recreational use of marijuana is legal in the state of California.

²⁰ Refer to *Personal Electronic Device Data Report* in the public docket for additional information.

Table 2. Precrash activities of SUV driver, December 30 – January 1, 2021.

| Time | Activity | Source |
|-------------------------------------|---|---|
| Wednesday, December 30, 2020 | | |
| 4:00 a.m. | Awakes | NTSB interview with wife |
| 4:30 a.m. | Wife drives husband to work | NTSB interview with wife |
| 5:00 a.m. – 4:00 p.m. | Works at pistachio tree farm near Sutter Avenue and SR-33 | NTSB interview with wife |
| 4:00 p.m. | Wife picks husband up at work and returns to home in Avenal | NTSB interview with wife |
| 9:00 p.m. | Goes to bed | NTSB interview with wife |
| Thursday, December 31, 2020 | | |
| 4:00 a.m. | Awakes | NTSB interview with wife |
| 4:30 a.m. | Wife drives husband to work | NTSB interview with wife |
| 5:00 a.m. – 8:00 a.m. | Works at pistachio tree farm. Work ended early due to inclement weather (rain) | NTSB interview with wife |
| 8:00 a.m. | Wife picks husband up at work and returns to home in Avenal | NTSB interview with wife |
| 11:02 a.m. | Interaction with phone (outgoing Snapchat message) | Cell phone data |
| Friday, January 1, 2021 | | |
| 1:15 a.m. | Interaction with phone (outgoing Snapchat message) | Cell phone data |
| 1:30 a.m. – 2:00 a.m. | Goes to bed following New Year's Eve activities | NTSB interview with wife |
| 8:00 a.m. – 9:00 a.m. | Awakes | NTSB interview with wife |
| 3:00 p.m. | Departs home in SUV and drives to ranch property in Fresno County about 1.2 miles from the crash site | NTSB interview with wife |
| 3:17 p.m. | Interaction with phone at ranch property (outgoing Snapchat message) | Cell phone data |
| 3:20 p.m. – 7:55 p.m. | Attended BBQ with family and friends at ranch. Consumed food and beer at party | CHP interview with family and friends attending ranch party |
| 7:55 p.m. | Departed ranch to drive home | CHP interview with family and friends attending ranch party |
| 8:00 p.m. | Crash | Dispatch records |

Figure 6 depicts the location of the ranch property relative to the crash site. Friends and family in attendance at the party were interviewed by the CHP.²¹ While at the ranch, guests ate BBQ style food consisting of carne asada, chicken, and tortillas. Family members reported seeing the SUV driver consuming beer at the party, but nobody acknowledged seeing the driver in an intoxicated or otherwise impaired state.²² The alcohol being served at the ranch was uncontrolled and self-serve.

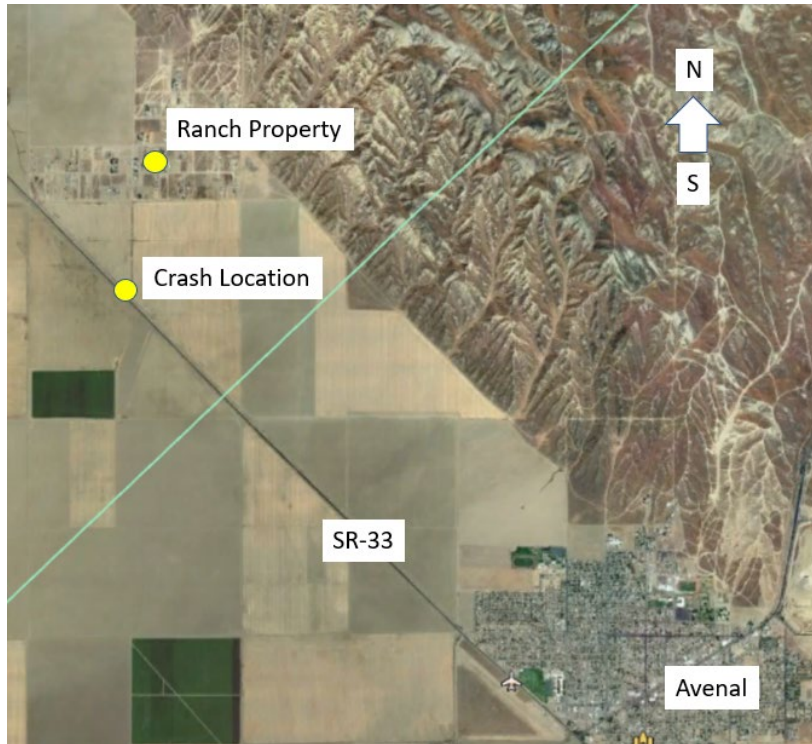


Figure 6. Map showing ranch and crash locations. (Source: Google Earth, 6/30/2018)

6.1.6 Cell Phone Data. A review of data extracted from the SUV driver’s Apple iPhone showed the phone was not in use during the driver’s trip from the ranch property to the crash location.

²¹ See the *Witness Statements Obtained by California Highway Patrol* in the public docket for additional information.

²² The brother of the SUV driver was contacted at the crash site by the CHP. He was found kneeling near the perimeter fence on the northwest side of SR-33. The brother displayed objective signs of intoxication including the odor of an alcoholic beverage, red and watery eyes, and slightly slurred speech. He was sobbing and mumbling, “it’s all my fault.” Other family members, including the SUV driver’s father, also showed up at the crash site and displayed similar signs of alcohol intoxication.

6.2 Truck Driver

6.2.1 Licensing and Experience. The Ford pickup truck driver, a 34-year-old female, held a California class C driver's license allowing passenger vehicle operation. Her driving record showed no prior crashes and two traffic violations.²³ The traffic citation issued in April 2019 was for having no proof of car insurance (16028A CVC). In June 2019, the truck driver was cited again for no insurance and for a child passenger restraint violation (27360.5 CVC). There was a license restriction requiring the truck driver to wear corrective lenses while driving.²⁴ The driver was familiar with SR-33 and had taken the same route multiple times previously when driving from her home in Coalinga to the Pismo Beach area.

6.2.2 Health and Well-being. The truck driver was reported to be in good health by her family. The driver's family reported her having no known health condition other than mild high blood pressure which was under control due to recent weight loss. Her husband did not believe she was taking any prescription medications.

6.2.3 Alcohol and Drug Use. According to her husband, the truck driver used marijuana occasionally; usually on weekends when she did not have physical custody of her children. Her husband added she would never smoke marijuana in front of the kids. Her family said she would usually purchase marijuana from a licensed dispensary in Coalinga. Her family did not know the last time she used marijuana. Regarding alcohol, the truck driver did not consume alcohol on a regular basis. She would occasionally have a drink at social gathering but would never drink in excess.

6.2.4 Toxicology Results. Refer to *Medical Factual Report* in the public docket for additional information.

6.2.5 Precrash Activities. The truck driver's precrash activities were based upon a review of cell phone data, information obtained during witness interviews, and CHP dispatch records.²⁵ Table 3 presents a timeline of the truck driver's activities on the day of the crash and 2 days prior.

²³ See the *CA DMV Driver License Information* in the public docket for additional information.

²⁴ Based upon witness interviews, the truck driver was wearing glasses at the time of the crash.

²⁵ Refer to *Personal Electronic Device Data Report* in the public docket for additional information.

Table 3. Precrash activities of truck driver, December 30 – January 1, 2021.

| Time | Activity | Source |
|-------------------------------------|--|--|
| Wednesday, December 30, 2020 | | |
| 5:30 a.m. | Awakes | NTSB interview with family |
| 7:00 a.m. – 3:30 p.m. | Works at Coalinga State Hospital | NTSB interview with family |
| 9:00 p.m. – 10:00 p.m. | Goes to bed | NTSB interview with family |
| Thursday, December 31, 2020 | | |
| 5:30 a.m. | Awakes | NTSB interview with family |
| 7:00 a.m. – 3:30 p.m. | Works at Coalinga State Hospital | NTSB interview with family |
| 5:00 p.m. – 9:00 p.m. | Spends New Year's Eve at parent's house in Coalinga | NTSB interview with family |
| 9:00 p.m. | Returns home | NTSB interview with family |
| Friday, January 1, 2021 | | |
| 0:45 a.m. – 1:14 a.m. | Interaction with phone (game application) | Cell phone data |
| 1:30 a.m. | Goes to bed following New Year's Eve activities | Estimated time based on no further cell phone activity |
| 8:00 a.m. – 9:00 a.m. | Awakes | NTSB interview with family |
| 9:00 a.m. | Departs on trip to beach | NTSB interview with family |
| 11:00 a.m. – 5:00 p.m. | Family spends day in Pismo Beach area | NTSB interview with family and cell phone data |
| 5:00 p.m. – 6:00 p.m. | Dinner at restaurant in Pismo Beach | Cell phone data |
| 6:00 p.m. – 6:30 p.m. | Departs Pismo Beach to drive home | CHP interview with family and cell phone data |
| 7:25 p.m. | Interaction with phone while driving (incoming phone call answered – 11 secs.) | Cell phone data |
| 8:00 p.m. | Crash | Dispatch records |

Figure 7 on the following page depicts the 98-mile route of travel for the truck from the Pismo Beach area to the crash location.

6.1.6 Cell Phone Data. A review of data extracted from the truck driver's Samsung cellphone showed the phone was not in use by the driver during the 30 minutes preceding the crash.

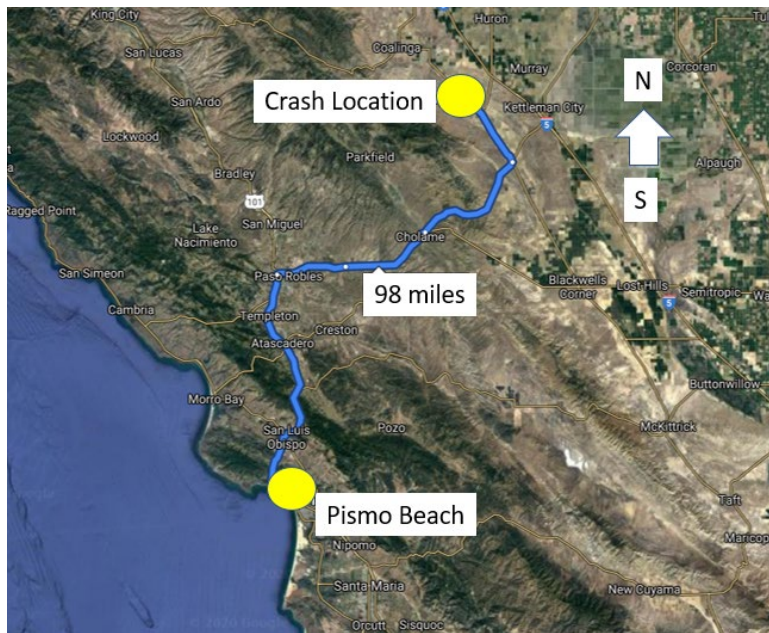


Figure 7. Map showing truck’s route of travel from beach to the crash location.

E. DOCKET MATERIAL

The following supporting documents were used to compile the factual data contained within this report. The documents can be found in the public docket for this investigation and include:

LIST OF DOCUMENTS

- Technical Reconstruction Group Chairman’s Factual Report*
- CHP Incident Detail Report*
- Witness Statements Obtained by California Highway Patrol*
- Interview of Ford Truck Driver’s Family Members*
- Interview of Dodge SUV Driver’s Wife*
- CalFire Supplemental Report*
- CA MUTCD Excerpt – Pavement Markings*
- State Route 33 Traffic Volume*
- California Department of Transportation TSAR Accident Summary*
- Avenal Weather and Illumination Data*
- CA DMV Driver License Information*
- Personal Electronic Device Data Report*

END OF REPORT

Donald F. Karol

Senior Highway Accident Investigator, National Resource Specialist