



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697





MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

SIGNATURE PAGE

DATE: May 10, 2007

DAY: Thursday

MAARS Report: # 10389861

CASE # 07L004697

Corporal Leroy S. Kellam Jr., #0463  
Maryland Transportation Authority Police  
Collision Reconstructionist

Corporal Richard Fike #0623  
Maryland Transportation Authority Police  
Lead Collision Reconstructionist

Approved for form and legal sufficiency

M. Cecilia Hellrung  
Assistant Attorney General  
Maryland Transportation Authority



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**INFORMATION SHEET**

**DATE:** May 10, 2007

**DAY:** Thursday

**WEATHER:** 77 Degrees Fahrenheit

**WIND SPEED:** 10 miles per hour in a south southwesterly direction

**TIME:** 1604 hours

**LOCATION:** Route 50/301 Westbound Span of the Bay Bridge at Mile-marker 34.2  
(Bridge in Two-way operations, two lanes westbound and one lane eastbound)

**ROADWAY CONDITIONS:** High level of traffic

**CASE TYPE:** Seven vehicle collision with three fatalities and multiple injuries (Involving two commercial motor vehicles)

**COLLISION RECONSTRUCTIONIST:** Corporal Leroy S. Kellam Jr. #0463

**COLLISION RECONSTRUCTIONIST:** Corporal Richard Fike #0623

**INVESTIGATING OFFICER:** Officer Barlett #1113  
Bay Bridge Detachment

**CASE #:** 07L004697

**MAARS Report:** 10389861

**TOTAL INVESTIGATING HOURS:** 299 HOURS



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 1**

**Operator**

Stephen Adam Burt  
4319 Sunflower Drive  
Rockville, MD. 20835  
Date of birth: 10/27/1961  
Maryland OLN: B-630-777-031-827  
License Class: C  
Restrictions: Z (Organ Donor)  
Home Phone Number: 301-929-1393  
Home Phone Number: 301-929-1544  
Cellular Phone Number: 301-275-6809

**Owner**

Joanne Isaacs Burt  
4319 Sunflower Drive  
Rockville, MD. 20835  
Date of birth: 10/18/1964  
Home Phone Number: 301-929-1393  
Home Phone Number: 301-929-1544

**Vehicle**

Year and Make: 2000 Lincoln  
Model: Navigator  
VIN#: 5LMPU28A2YLJ11390  
Maryland Registration: M567148  
Expires: 12/31/2007  
Vehicle Registered for +3,700 pounds  
Color: Silver

IDS Property & Casualty Insurance Company  
Policy Number AI00513580

No passengers



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 1 Continued**

The Lincoln Navigator was towing the following trailer.

**Owner**

Levon Richard Andonian  
19109 Peach Blossom Court  
Gaithersburg, MD. 20879  
Date of birth: 09/01/1962  
Home Phone Number: 301 526 4629

**Trailer**

Year and Make: 2004 Homemade  
Model: Homemade  
VIN#: AC213315MD (VIN number issued by Maryland Motor Vehicle Administration)  
Maryland Registration: 810998G  
Expires: 04/09  
Color: Red

State Farm Mutual Auto Insurance Company  
Policy Number: 0027781221

No Cargo



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 2**

**Operator**

Jonathan Robert Orff  
116 Fox Field Lane  
Millington, MD. 21651  
Date of birth: 10/05/1987  
Maryland OLN: O-610-435-745-767  
License Class: C  
Restrictions: J (Under 21 Alcohol Restricted)  
Home Phone Number: 410-928-3278  
Work Phone Number: 410-666-2500

**Owner**

Paper Mill Corporation  
6 North Park Drive Suite #106  
Hunt Valley, MD. 21030  
Work Phone Number: 410-666-2500

**Vehicle**

Year and Make: 2004 Ford  
Model: F-250 XL Series Pick-up (Two wheel drive)  
VIN#: 1FTNF20P04EA92281  
Maryland Registration: 56N425  
Expires: 12/07  
Color: Red with a white cap

Insurance Company: St. Paul Fire & Mar Insurance Company  
Policy Number: KC03800084



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

Operator & Vehicle Information

Vehicle # 2 Continued

Passenger Information

Front right seat passenger:

Randall Robert Orff  
116 Fox Field Lane  
Millington, MD. 21651  
Date of birth: 12/26/1959  
Maryland OLN: O-610-730-745-983  
License Class: CM  
Restrictions: None  
Home Phone Number: 410-928-3278  
Work Phone Number: 410-666-2500



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 3**

**Operator**

Miguel Ascencio Heredia  
1634 Oldtown Road  
Edgewater, MD. 21037  
Date of birth: 03/19/1962  
Maryland OLN: H-630-603-072-207  
License Class: C  
Restrictions: None  
Home Phone Number: 443-203-6125  
Work Phone Number: 240-375-2134

**Owner**

Coastal Heating and Air Conditioning Co. Inc.  
25 Hudson Street  
Annapolis, MD. 21401  
Work Phone Number: 240-375-2134

**Vehicle**

Year and Make: 2000 Ford  
Model: E-350 Van  
VIN#: 1FTNE2427YHB91637  
Maryland Registration: M483993  
Expires: 09/07  
Color: White

Insurance Company: Selective Way Insurance Company  
Policy Number: S 1583067001

No Passengers





MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 4**

**Operator**

James Hewitt Ingle  
108 Noble Avenue  
Preston, MD. 21655  
Date of birth: 09/15/1962  
Maryland OLN: I-524-367-302-716  
License Class: C  
Restrictions: None  
Home Phone Number: 410-673-2056

**Owner**

James Hewitt Ingle  
108 Noble Avenue  
Preston, MD. 21655  
Date of birth: 09/15/1962  
Home Phone Number: 410-673-2056

**Vehicle**

Year and Make: 1999 Honda  
Model: Civic LX (4-door)  
VIN#: 1HGEJ6575XL040094  
Maryland Registration: LAX900  
Expires: 10/07  
Color: Green

Insurance Company: Drive Sure Insurance Company  
Policy Number: 10420650



**MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT**

**COLLISION RECONSTRUCTION UNIT**



**Case # 07L004697**

**Operator & Vehicle Information**

**Vehicle # 5**

**Operator**

Joshua Jo Dane Hargrove  
1 Glendower Court Apartment #C  
Baltimore, MD. 21237  
Date of birth: 02/22/1977  
Maryland OLN: H-626-440-424-138  
License Class: A (CDL) Commercial Driver's License  
Restrictions: MB (Except Class A Bus/Corrective lenses)  
Endorsements: P (Passenger)  
Home Phone Number: 516-446-1517  
Work Phone Number: 410-388-0047

202 Woodlands Park Dr.  
McDonough GA 30253  
cell 410-349-6079

**Owner**

Fleet Mini Inc.  
4254 North Point Road  
Baltimore, MD. 21222  
Work Phone Number: 410-388-0047

**Vehicle**

Year and Make: 2003 Freightliner  
Model: Roll-back Straight Truck  
VIN#: 1FVABTAK23DK48946  
Maryland Registration: 251E03  
Expires: 01/08  
Color: White

Insurance Company:  
Policy Number: ASZ661064445046



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

Operator & Vehicle Information

Vehicle # 6

Operator

Geoffrey Dylan Becker  
354 Ternwing Drive  
Arnold, MD. 21012  
Date of birth: 07/12/1970  
Maryland OLN: B-260-275-159-552  
License Class: C  
Restrictions: Z (Organ Donor)  
Cellular Phone Number: 410-703-9136  
Work Phone Number: 410-778-2800

Owner

Geoffrey Dylan Becker  
354 Ternwing Drive  
Arnold, MD. 21012  
Date of birth: 07/12/1970  
Cellular Phone Number: 410-703-9136  
Work Phone Number: 410-778-2800

Vehicle

Year and Make: 2000 Ford  
Model: F-150 XL Series Pick-up (Two wheel drive)  
VIN#: 1FTZX1720YNA15645  
Maryland Registration: 46M529  
Expires: 09/08  
Color: Silver (Gray)

Insurance Company: USAA Casualty Insurance Company  
Policy Number: 00927408607104



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

**Operator & Vehicle Information**

**Vehicle # 7**

**Operator**

Edwin Dixon  
4290 S. NC 50 Hwy  
Chinquapin, NC. 28521  
Date of birth: 02/23/1974  
North Carolina OLN: 8306751  
License Class: A (CDL) Commercial Driver's License  
Restrictions: None  
Endorsements: HMN (Hazmat/Motorcycle/Tanker)  
Home Phone Number: 910-285-4536  
Work Phone Number: 574-642-3351

**Owner**

AG Trucking  
P.O. Box 453  
Goshen, IN. 46527  
Work Phone Number: 574-642-3351

**Vehicle**

Year and Make: 2006 Kenworth  
Model: Conventional  
VIN#: 1XKDDDB9X86J125272  
Maryland Registration: 0103155  
Expires: 06/30/07  
Color: White with red stripes



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

Operator & Vehicle Information

Vehicle # 7 Continued

The Kenworth tractor was towing the following trailer.

Owner

AG Trucking  
P.O. Box 453  
Goshen, IN. 46527  
Work Phone Number: 574-642-3351

Trailer

Year and Make: 1999 TCR  
Model: Non-Specification Tanker Trailer  
VIN#: 2TL1C2L28XR001947  
Indiana Registration: Z65277  
Expires: 06/30/09  
Color: Silver

Cargo

Animal Grease



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



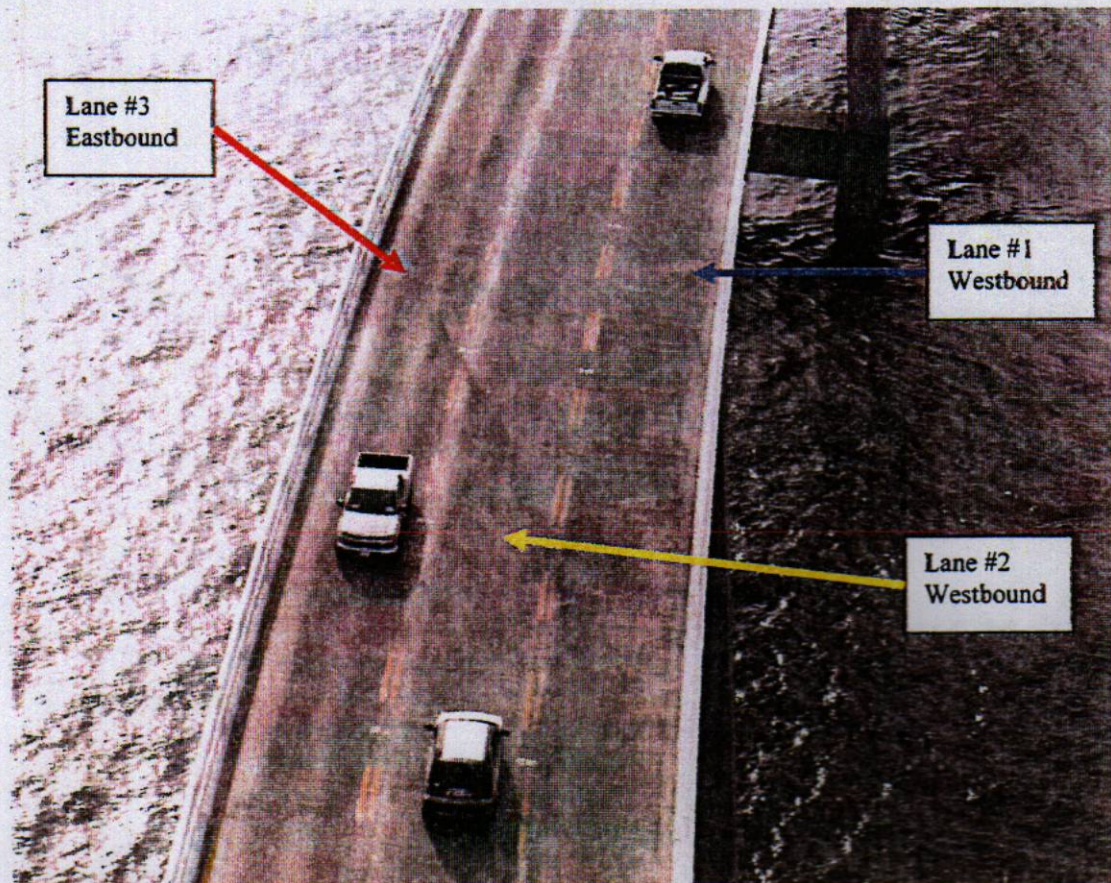
COLLISION RECONSTRUCTION UNIT

Case # 07L004697

Scene Identification

At the time of the collision it was daylight and the air temperature was 77 degrees, with wind speed of 10 miles per hour in a south southwesterly direction. The roadway was dry and free from debris. The roadway was an elevated bridge over the Chesapeake Bay.

The area where the collision occurred is on U.S. Route 50 / 301 at the William Preston Lane Memorial Bay Bridge at mile marker 34.2 on the westbound span of the Bay Bridge. The roadway is of a concrete composition, which has three lanes that normally run westbound. On this day the span was in two-way operations with two lanes running westbound and one lane running eastbound. The speed limit for eastbound traffic drops to 40 miles per hour from 55 miles per hour prior to the toll plaza. The speed limit for westbound traffic drops to 50 miles per hour from 55 miles per hour prior to the start of the westbound bridge. There are no shoulders on the bridge. A metal guardrail is along the right and left side of the bridge. The three lanes on the westbound span are as follows; lanes #1 and #2 are dedicated for westbound travel and lane #3 was dedicated for eastbound travel. The westbound span of the bridge was in two-way operations for traffic relief for eastbound travelers.



The above photograph was provided by Cpl. Russell of the Anne Arundel County Police Department and was taken from Anne Arundel County Police Helicopter.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Pre-Crash

The vehicles involved are as follows and will be referred to as such through this section; Vehicle # 1 was a 2000 Lincoln Navigator with Maryland registration M567148 and was towing a 2004 Homemade trailer with Maryland registration 810998G, Vehicle # 2 was a 2004 Ford F-250 XL Series pick-up truck with Maryland registration 56N425, Vehicle # 3 was a 2000 Ford E-350 Van with Maryland registration M483993, Vehicle # 4 was a 1999 Honda Civic LX 4-door with Maryland registration LAX900, Vehicle # 5 was a 2003 Freightliner roll-back straight truck with Maryland registration 251E03, Vehicle # 6 was a 2000 Ford F-150 XL Series pick-up truck with Maryland registration 46M529, and Vehicle # 7 was a 2006 Kenworth conventional tractor with Indiana registration 0103155 towing a 1999 TCR non-specification tanker with Indiana registration Z65277.

On May 10, 2007 the operator of vehicle #1, Stephen Adam Burt was traveling westbound on the Bay Bridge in the center lane. He had been in Ocean City, Maryland at his rental property at 323 Robin Drive for the past two days, making repairs. He left Ocean City between 2:15 and 2:30 in the afternoon, and was en-route to his residence in Rockville, Maryland.

On May 10, 2007 the operator of vehicle #2, Jonathan Robert Orff and his father, Randall Robert Orff, were traveling eastbound on the Bay Bridge in the left lane. They were en-route to their residence in Millington, Maryland from work.

On May 10, 2007 the operator of vehicle #3, Miguel Ascencio Heredia was traveling westbound on the Bay Bridge in the right lane. He had finished his last service call for the day for the air conditioning company that he worked for, and stopped at West Marine to check on a special anchor and motor for his boat. After Mr. Heredia left West Marine, he proceeded westbound in the right lane, across the bridge to his residence in Edgewater, Maryland.

On May 10, 2007 the operator of vehicle #4, James Hewitt Ingle, was traveling westbound on the Bay Bridge in the center lane. He had left his residence in Federalsburg, Maryland and was heading to work at Pizza Hut in Crofton, Maryland.

On May 10, 2007 the operator of vehicle #5, Joshua Jo Dane Hargrove, was traveling westbound on the Bay Bridge in the right lane.

On May 10, 2007 the operator of vehicle #6, Geoffrey Dylan Becker, was traveling westbound on the Bay Bridge in the center lane. He was en-route to his residence in Arnold, Maryland from his place of work at Washington College.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

**Pre-Crash Continued**

On May 10, 2007 the operator of vehicle #7, Edwin Dixon was traveling westbound on the Bay Bridge in the right lane. He was working for AG Trucking out of Goshen, Indiana. He was transporting a loaded tanker with animal fat (grease) from Newark, New Jersey to Clinton, North Carolina. After Mr. Dixon left Newark, he stopped at a CAT (Certified Automated Truck) Scale at the Tullo Truck Stop in South Kearney, New Jersey and weighed his vehicle. The scale ticket number is 44929333 and shows the following weights; Steer axle was 12,280 lbs., Drive axles were 32,720 lbs., Trailer axles were 32,300 lbs., and the vehicle's gross weight was 77,300 lbs.





MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash

On May 10, 2007 at approximately 1604 hours there was a seven-vehicle collision on U.S. Route 50/301 at mile marker 33.0 on the westbound span of the Bay Bridge. Vehicle #1 was traveling westbound in lane #2. Vehicle #2 was traveling eastbound in lane #3. Vehicle #3 was traveling in lane #1 westbound a short distance behind Vehicle #1. Vehicle #4 was traveling westbound in lane #2, and Vehicle #5 was traveling westbound in lane #1 behind Vehicle #6. Vehicle #6 was traveling westbound in lane #2 directly behind Vehicle #4. Vehicle #7 was traveling westbound in lane #1 behind Vehicle #5.

Vehicle # 1 was traveling westbound in lane #2 in the area of mm 34.2W, when the trailer it was towing became detached. The trailer then traveled into lane #3 in front of Vehicle #2. Vehicle #2 was traveling eastbound in lane #3, when the trailer entered into his lane. The operator of Vehicle #2 made an attempt to avoid striking the trailer, by swerving hard to the left and traveling into lane #2. Vehicle #2 was unable to avoid the trailer and struck it, forcing the trailer back across lanes #2 and #1. Vehicle #3 which was traveling westbound in lane #1, was unable to avoid the trailer as it came across the lanes. The trailer than struck the front left fender of Vehicle #3. The trailer came to an uncontrolled rest in lane #2. Vehicle #3 came to a controlled rest a short distance past the trailer in lane #1. Vehicle #2 which had swerved so severely, that it caused the vehicle to start to yaw and overturn onto its right side in lane #2. Vehicle #4 was traveling westbound in lane #2, and as Vehicle #2 was overturning in lane #2 in front of him, the operator tried to steer to the right. Vehicle #4 then struck the roof of Vehicle #2 crushing it down onto the driver and passenger. The passenger's head went out the open side window and struck the roadway. The operator of Vehicle #2 was not seat belted, but the passenger was seat belted at the time of the collision. After being struck, Vehicle #2 started to rotate in a counter clockwise direction in lane #2, and Vehicle #4 started to rotate in a clockwise direction as it traveled into lane #1. Vehicle #5 was traveling westbound in lane #1, when Vehicle #4 entered the lane in front of him. Vehicle #5 then struck Vehicle #4 in the front left. This caused Vehicle #4 to travel backwards into the guardrail. When Vehicle #4 went into the guardrail, it caused Vehicle #5 to go partially into lane #2, where it struck the rear of Vehicle #2. Vehicle #6 was westbound in lane #2 directly behind Vehicle #4. The operator of Vehicle #6 applied the brakes and swerved into eastbound lane #3, leaving a skid mark from lane #2 to lane #3. After being struck by Vehicle #5, Vehicle #2 traveled back into lane #3, where it struck the front right of Vehicle #6. Vehicle #2 stopped in lane #1 with Vehicle #6 still engaged with it. Vehicle #2 was facing the guardrail by lane #3, and straddling lanes #2 and #3. Vehicle #7 was traveling westbound in lane #1 behind Vehicle #5. Vehicle #7 swerved into lane #2 to try to avoid striking Vehicle #5. Vehicle #7 was unable to avoid Vehicle #5 and struck it in the rear, causing Vehicle #5 to rotate clockwise into the guardrail by lane #1. When Vehicle #5 went head into the guardrail, it caused Vehicle #7 to move into lane #3. The force of the impact with Vehicle #5 broke the right portion of the cab of Vehicle #7 off the frames of the vehicle. Vehicle #7 than struck the right side of Vehicle #6 in lane #3 and struck the left side of Vehicle #2 which was straddling lanes #2 and #3. Vehicle #6 was pinned against the guardrail for lane #3.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT

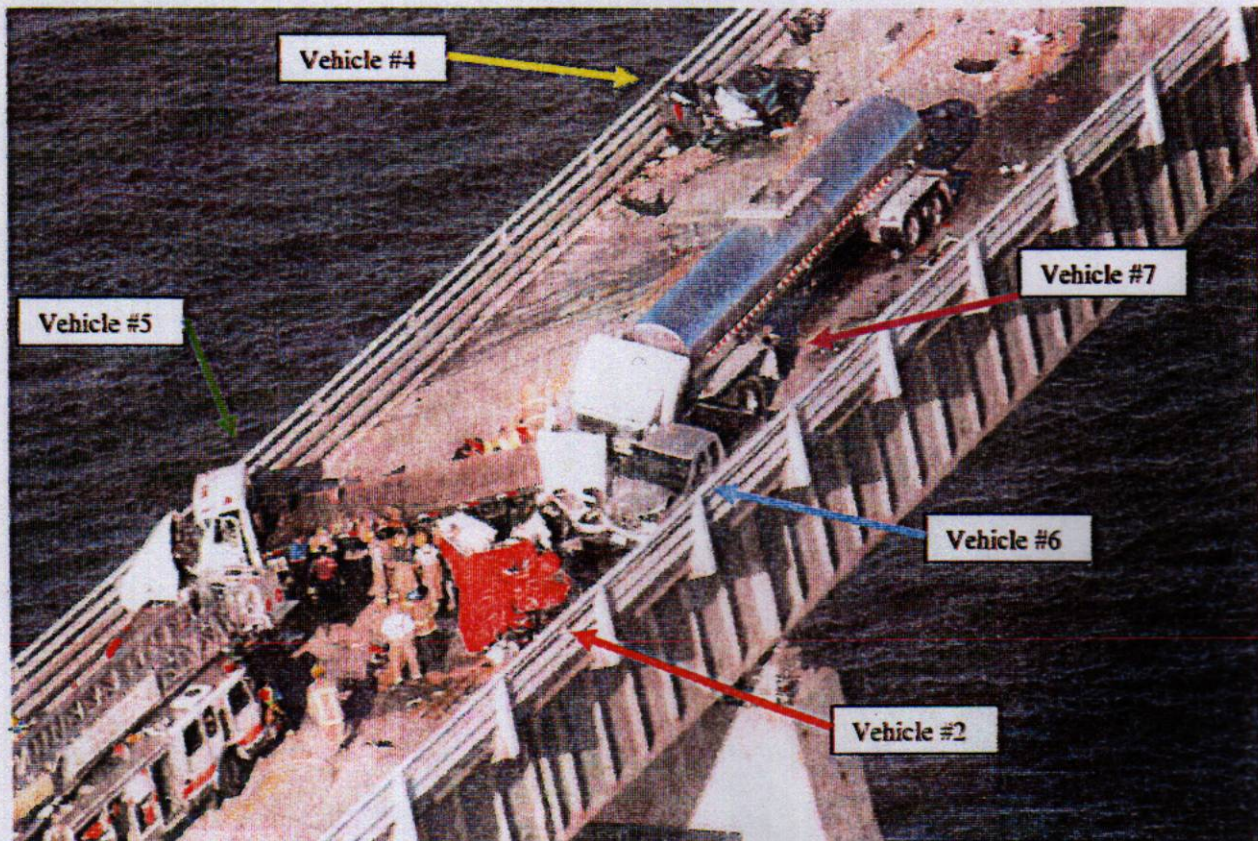


Case # 07L004697

Crash Continued

Vehicle # 7, Vehicle #6, Vehicle #5, and Vehicle #2 stayed engaged and traveled down the bridge across all three lanes as a single unit, until they all came to an uncontrolled rest still fully engaged.

The operators of Vehicle #1 and Vehicle #3 sustained no known injuries. Both the driver and passenger of Vehicle #2 suffered fatal injuries. The operator of Vehicle # 4 suffered fatal injuries. The operator of Vehicle #5 was flown to University Shock Trauma by Maryland State Police Medi-vac unit, Trooper 6, with non life threatening injuries and due to the mechanism of the collision. The operator of Vehicle #6 was transported to Anne Arundel Medical Center by Anne Arundel County Fire Department Medic unit with non-life threatening injuries. The operator of Vehicle #7 refused medical treatment.



The above photograph was taken from Maryland State Police Medi-vac Unit (Trooper #6) to show the final rest of Vehicle #3, Vehicle #4, Vehicle #5, Vehicle #6, and Vehicle #7.

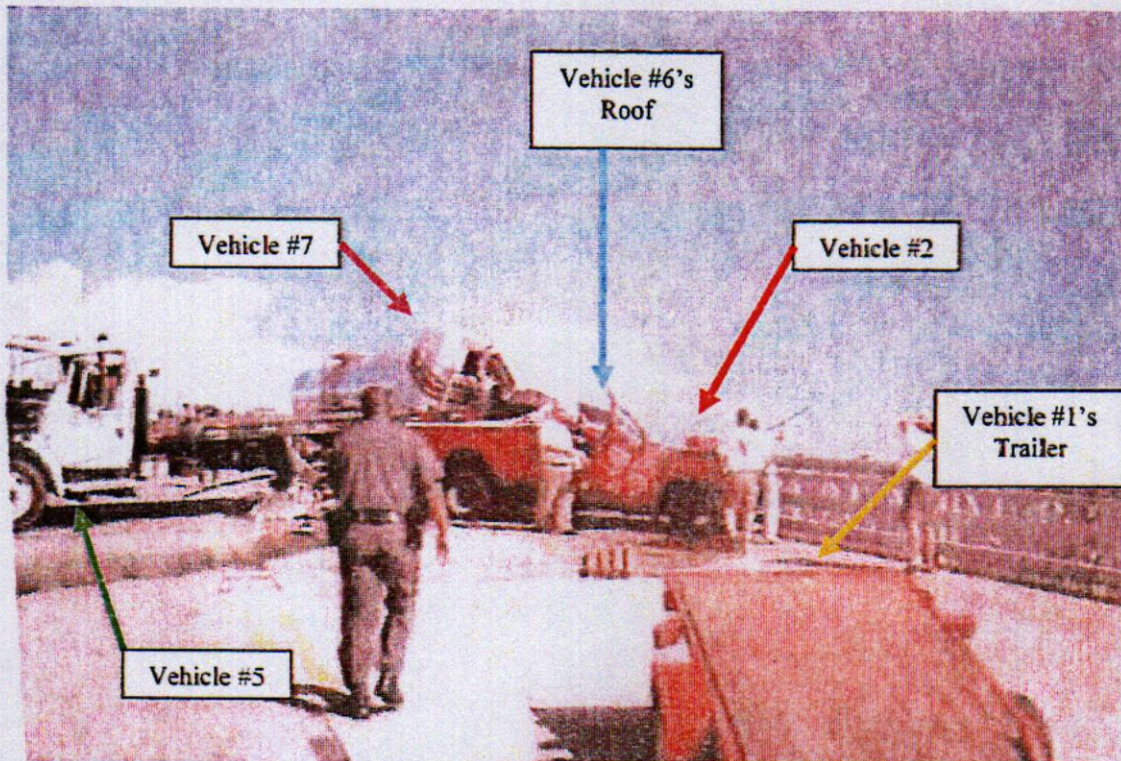


MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photograph was provided by Mr. Miguel Ascencio Heredia's disposal camera. The photograph shows the final rest of the trailer prior to the Fire Department moving it, and the final rest of Vehicle #2, Vehicle #5, Vehicle #6, and Vehicle #7. The photograph was taken facing eastbound.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photograph shows the final rest of Vehicle #3, Vehicle #5, and Vehicle #7. The photograph was taken facing westbound.



The above photograph shows the debris field left on the roadway mainly from the cargo carried by Vehicle #2. The photograph was taken facing westbound from the roof of a Fire Department engine unit.



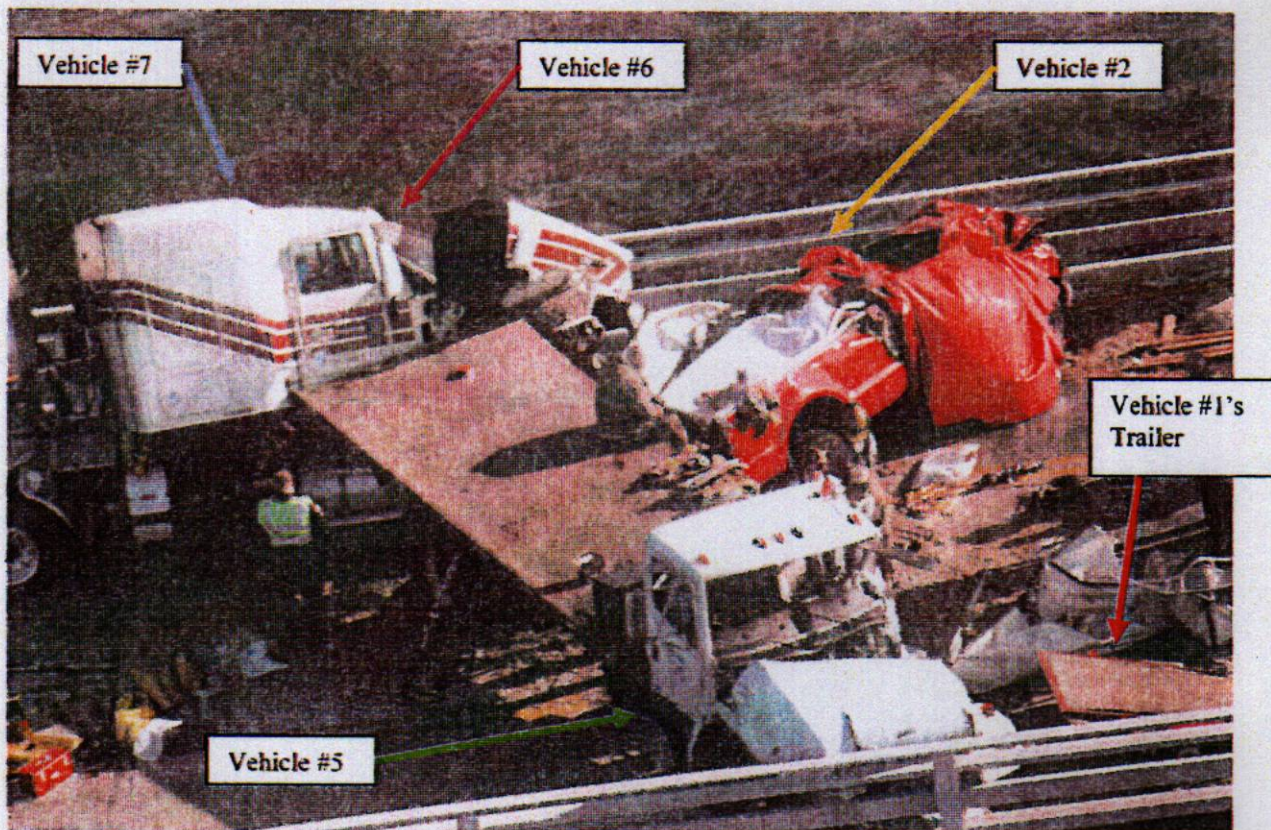
MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photograph was taken from Maryland State Police Medi-vac Unit (Trooper #6) to show the final rest of Vehicle #3, Vehicle #5, Vehicle #6, and Vehicle #7.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT



COLLISION RECONSTRUCTION UNIT

Case # 07L004697

Crash Continued

The following units were on the scene:

Maryland Transportation Authority Police Units:

Bay Bridge: L-8, L-1, L-7

Crash Reconstruction Units: HQ-21, SOD-8, SOD-10

Commercial Vehicle Safety Units: CV-8

Special Operations Units: SOD-1, SOD-6, SOD-16

Headquarters Units: HQ-20

Headquarters Personnel: Chief Brown, Lt. Col. Shea, Maj. Dailey

Detective Personnel: Sgt. Heinze, Cpl. Dietrich, Off. Kent, Off. Stewart, Off. Mize

Maryland State Police Units:

Medi-Vac Unit, Trooper #6

Fire Department Units:

Anne Arundel County Fire Department Chief

Anne Arundel County Fire Department Engine

Anne Arundel County Fire Department, Jones Station Medic

Anne Arundel County Fire Department, Arnold Paramedics

Cape Saint Claire Volunteer Fire Department

Queen Anne County Volunteer Fire Department Medic #100

Maryland Transportation Authority Units

State Inspector

Vehicle Recovery Technicians (Clough and Morgan)

Maryland Medical Examiner's Office Personnel

Anne Arundel County Police Units

Special Operations Division (Crash Team)



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT

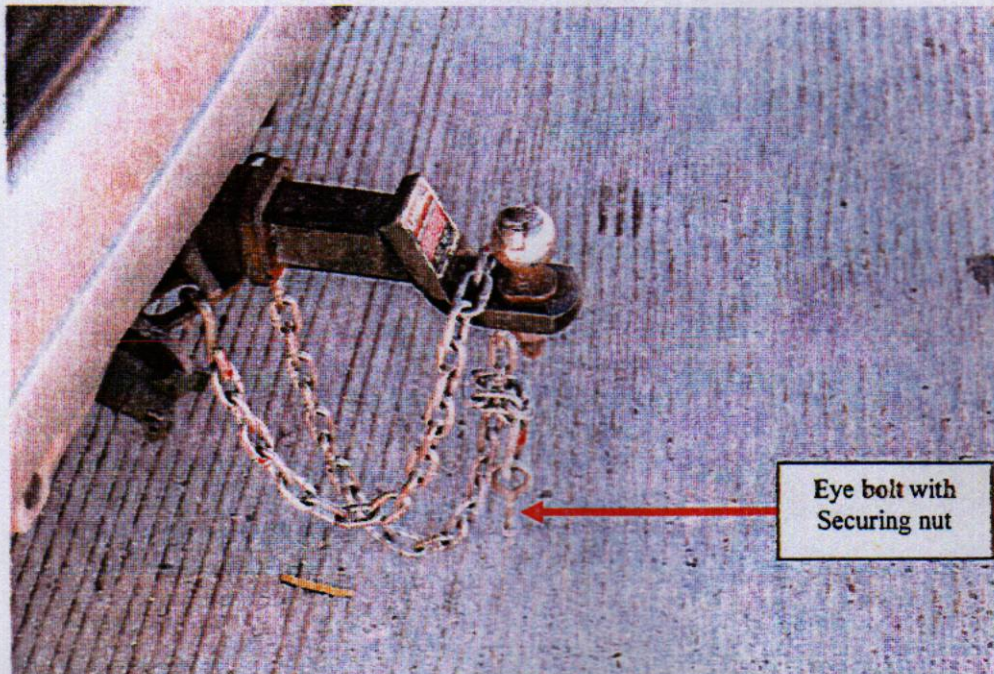


Case # 07L004697

Crash Continued



The above photograph shows the final rest of Vehicle #1. There was no damage sustained to Vehicle #1.



The above photograph shows the hitch, receiver, ball, and chains that were attached to Vehicle #1. The photograph also shows that the eye bolt with the securing nut that attached the chains to the trailer is still attached to the chains.

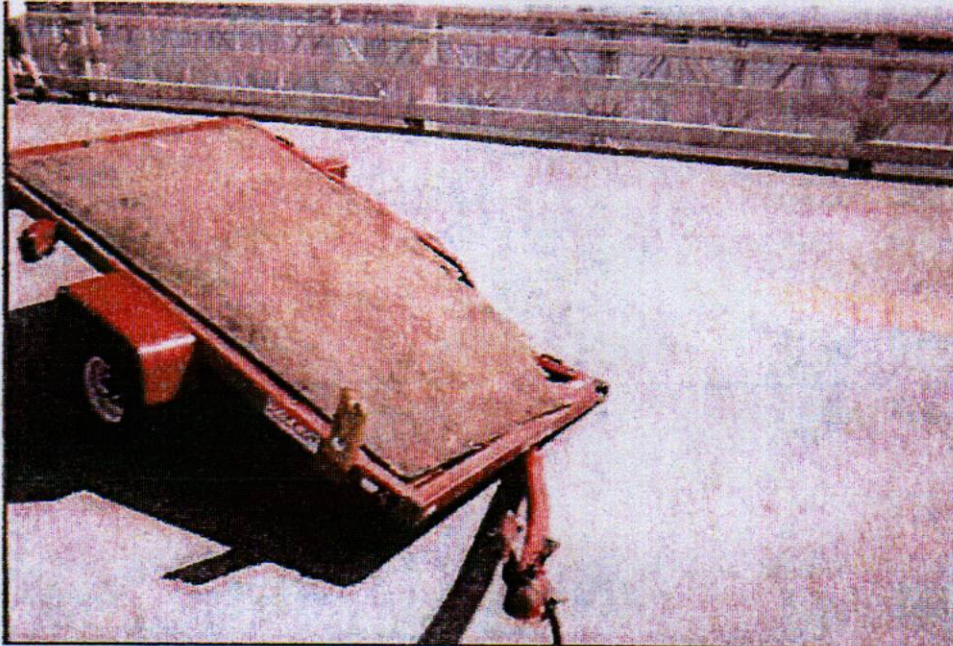


MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



**Case # 07L004697**

**Crash Continued**



The above photographs show the final rest and the damage sustained to the Homemade trailer which Vehicle #1 was towing.





MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT

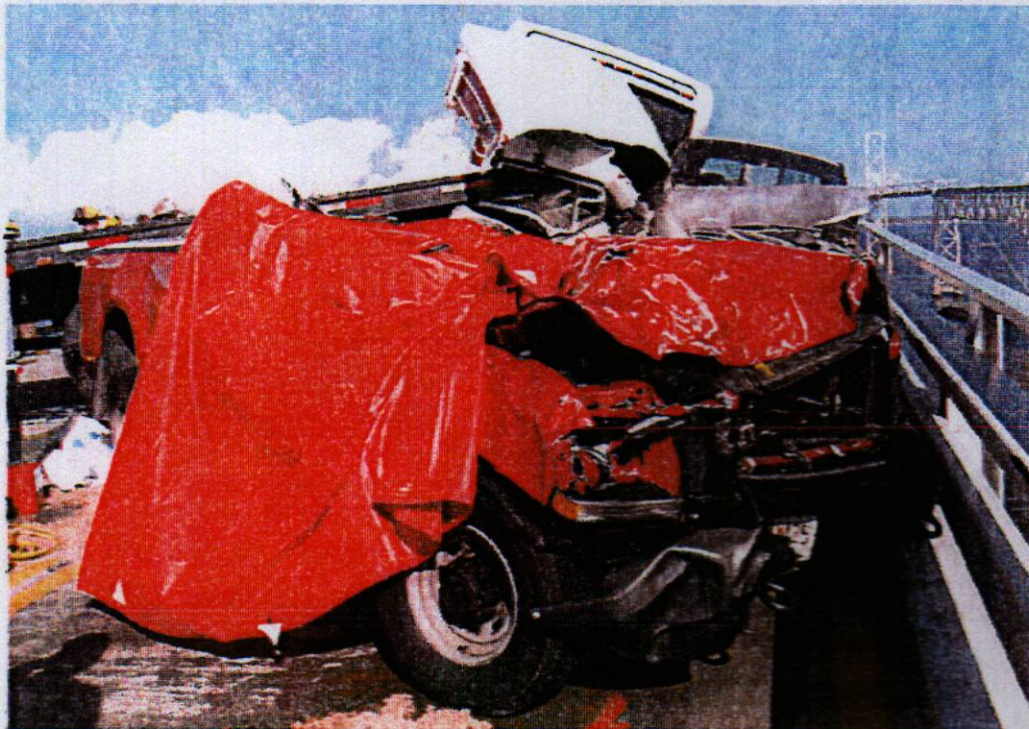


Case # 07L004697

Crash Continued



The above photograph is an exemplar of a 2006 Ford F-250, similar to Vehicle #2.



The above photographs show the final rest and the damage sustained to Vehicle #2.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photographs show the final rest and the damage sustained to Vehicle #2.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photograph shows the final rest and the damage sustained to Vehicle #3



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT

COLLISION RECONSTRUCTION UNIT

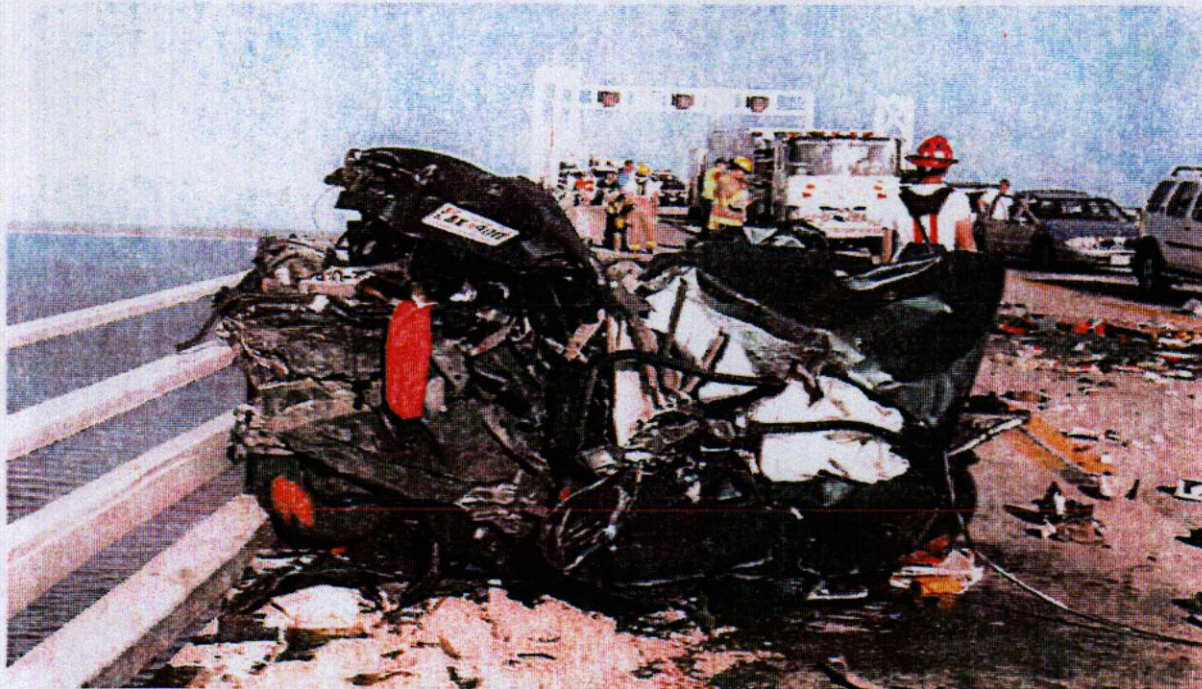


Case # 07L004697

Crash Continued



The above photograph is an exemplar of a 1999 Honda Civic, similar to Vehicle #4.



The above photograph was taken facing eastbound, and shows the final rest and the damage sustained to Vehicle #4.



MARYLAND TRANSPORTATION AUTHORITY POLICE DEPARTMENT  
COLLISION RECONSTRUCTION UNIT



Case # 07L004697

Crash Continued



The above photograph was taken facing westbound, and shows the final rest and the damage sustained to Vehicle #4.



The above photograph was taken facing westbound, and shows the final rest and the damage sustained to Vehicle #4.