

LOUISIANA STATE POLICE

Louisiana Uniform Crash Report

20120042760

Traffic Fatality



**Ascension Parish
December 7, 2012
Interstate 10 eastbound
Mile Post 169.11**

Prepared by Tpr. Steven Bunch #2421

**TROOP A
17801 HIGHLAND ROAD
BATON ROUGE, LA 70810
225.754.8500**

20120042760

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT

TOTAL NUMBER OF VEHICLES INVOLVED **2**

DATE OF CRASH **12072012** TIME (200) **1510** DISTRICT **03** TROOP **A** PAGE # **01**

PARISH **Ascension** CITY OR TOWN **03** LAT. **30.32291** LONG. **91.00678**

ROADWAY # **10** MILEPOST **169.11** ROADWAY NAME **Interstate 10**

CRASH OCCURRED ON
A. INTERSTATE
B. U.S. HWY
C. STATE HWY
D. INTERSTATE
E. CITY STREET
F. OFF ROAD
G. PRIVATE PROPERTY
H. TOLL ROAD

DISTANCE **121** MILES **121** FEET **121**

STREET-HIGHWAY ☐ AT INTERSECTION ☒ NOT AT INTERSECTION
STREET-HIGHWAY ☐ AT INTERSECTION ☐ NOT AT INTERSECTION

WORK TIME ☐ NOT & RUN ☐
PUBLIC PROPERTY DAMAGE ☒ PHOTO TAKEN ☒
FATALITY ☒ INJURY ☒
FED ☐ SURV ☐

WRITE APPROPRIATE LETTER IN BLOCK

ROAD SURFACE (ONE PER COLUMN)
A. DRY
B. WET
C. SNOW/SLUSH
D. ICE
E. CONTAMINANT (SAVING, MUD, OIL, ETC.)
F. UNKNOWN

WEATHER
A. CLEAR
B. CLOUDY
C. RAIN
D. FOG/SMOKE
E. SLEET/RAIL
F. SNOW
G. SEVERE CROSSWIND
H. BLOWING SAND, SOIL, DIRT, SNOW
I. UNKNOWN
J. OTHER

ROADWAY CONDITIONS
A. NO ABNORMALITIES
B. SHOULDER ABNORMALITY
C. HOLES
D. DEEP RUTS
E. SLUMPS
F. LOOSE SURFACE MATERIAL
G. CONSTRUCTION, REPAIR
H. OVERHEAD CLEARANCE LIMITED
I. CONSTRUCTION - NO WARNING
J. PREVIOUS CRASH
K. WATER ON ROADWAY
L. ANIMAL IN ROADWAY
M. OBJECT IN ROADWAY
N. OTHER

KIND OF LOCATION
A. MANUFACTURING OR INDUSTRIAL
B. BUSINESS CONTINUOUS
C. BUSINESS, MIXED RESIDENTIAL
D. RESIDENTIAL DISTRICT
E. RESIDENTIAL SCATTERED
F. SCHOOL OR PLAYGROUND
G. OPEN COUNTRY
H. OTHER

TYPE OF ROADWAY
A. ONE-WAY ROAD
B. TWO-WAY ROAD WITH NO PHYSICAL SEPARATION
C. TWO-WAY ROAD WITH A PHYSICAL SEPARATION
D. TWO-WAY ROAD WITH A PHYSICAL SEPARATION
E. UNKNOWN
F. OTHER

RELATION TO ROADWAY
A. ON ROADWAY
B. SHOULDER
C. MEDIAN
D. BEYOND SHOULDER - LEFT
E. BEYOND SHOULDER - RIGHT
F. BEYOND RIGHT OF WAY
G. GORE
H. UNKNOWN
I. OTHER

ALIGNMENT
A. STRAIGHT-LEVEL
B. STRAIGHT-LEVEL ELEVATED
C. CURVE-LEVEL
D. ON GRADE-STRAIGHT
E. ON GRADE-CURVE
F. HILLCREST-STRAIGHT
G. HILLCREST-CURVE
H. DIP HUMP-STRAIGHT
I. DIP HUMP-CURVE
J. UNKNOWN
K. OTHER

ACCESS CONTROL
A. NO CONTROL (UNLIMITED ACCESS TO ROADWAY)
B. PARTIAL CONTROL (LIMITED ACCESS TO ROADWAY)
C. FULL CONTROL (ONLY RAMP ENTRANCE & EXIT)
D. UNKNOWN
E. OTHER

PRIMARY FACTOR
A. VIOLATIONS
B. MOVEMENT PRIOR TO CRASH
C. VISION OBSTRUCTIONS
D. CONDITION OF DRIVER
E. VEHICLE CONDITIONS
F. ROAD SURFACE
G. ROADWAY CONDITION
H. LIGHTING
I. WEATHER
J. TRAFFIC CONTROL
K. KIND OF LOCATION
L. CONDITION OF PEDESTRIAN
M. PEDESTRIAN ACTIONS

SECONDARY FACTOR
A. DAYLIGHT
B. DARK - NO STREET LIGHTS
C. DARK - CONTINUOUS STREET LIGHT
D. DARK - STREET LIGHT AT INTERSECTION ONLY
E. DUSK
F. DAWN
G. UNKNOWN
H. OTHER

VEHICLE CONFIGURATION

A. PASSENGER CAR	D. A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z	G. OFF-ROAD VEHICLE	J. BUS/SEATS FOR 10 OR MORE OCC.	M. SINGLE UNIT TRUCK W/ 2 AXLES OR MORE	Q. TRACTOR-SEMI-TRAILER	T. FARM EQUIPMENT
B. LIGHT TRUCK (PUL, ETC.)	E. MOTORCYCLE	H. EMERGENCY VEHICLE IN USE	K. BUS/SEATS FOR 10 OR MORE OCC.	N. TRUCK/ TRAILER	R. TRUCK/ DOUBLE	V. MOTOR HOME
C. VAN	F. PEDALCYCLE	I. SCHOOL BUS	L. SINGLE UNIT TRUCK W/ 2 AXLES	P. TRUCK/ TRAILER	S. SUV	Z. OTHER

CARGO BODY TYPE

A. BUS	D. FLATBED	G. AUTO TRANSPORTER	J. HOPPER
B. VAN/ENCLOSURE BOX	E. DUMP TRUCK/ TRAILER	H. LOG TRUCK/ TRAILER	K. POLE TRAILER
C. CARGO TANK	F. CONCRETE MIXER	I. GARBAGE/ REFUSE	X. NO CARGO BODY
			Z. OTHER

EMERGENCY SERVICES ☒ AMBULANCE **1522** **1529** **1613** **1511** **1519**

AMBULANCE SERVICE **ACADIAN AMBULANCE** FIRE DEPARTMENT **PRAIRIEVILLE FD**

NAME OF AGENCY **LADPS** TIME OF NOTIFICATION **1513** TIME OF ARRIVAL **1522** TIME ALL LANES OPENED **1841**

INVESTIGATING AGENCY **LADPS** INVESTIGATING POLICE AGENCY **A** A. STATE B. CITY C. OTHER

INVESTIGATION COMPLETE ☒ DATE REPORT COMPLETED **12232012**

INVESTIGATING OFFICER'S NAME (PRINT) **Steven Bunch** BADGE # **2421** SUPERVISOR'S INITIALS OR BADGE # **JM**

DPSP 3100 (REV. MAR. 2005)

20120042760

PAGE #

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Veh # 1

WRITE APPROPRIATE LETTER IN BLOCK

CONTRIBUTING FACTORS AND CONDITIONS

VISION		CONDITION OF DRIVER/PEDESTRIAN		SEQUENCE OF EVENTS/HARMFUL EVENTS							
OBSCUREMENTS N A. RAIN, SNOW, ETC. ON WINDSHIELD B. WINDSHIELD OTHERWISE OBLISCURED C. VISION OBLISCURED BY LOAD D. TREES, BUSHES, ETC. E. BUILDING F. EMBANKMENT G. SIGN BOARDS H. HILLCREST I. PARKED VEHICLES J. MOVING VEHICLES K. BLINDED BY HEADLIGHTS L. BLINDED BY SUNGLASS M. DISTRACTED BY HIGH LIGHTS IN FIELD OF VIEW N. NO OBSCUREMENTS O. UNKNOWN P. OTHER		DRIVER A A. NORMAL B. INATTENTIVE C. DISTRACTED D. ILLNESS E. FANGLUED F. APPARENTLY ASLEEP/BLACKOUT G. DRIVING ALCOHOL - IMPAIRED H. DRIVING ALCOHOL - NOT IMPAIRED I. DRUG USE - IMPAIRED J. DRUG USE - NOT IMPAIRED K. PHYSICAL IMPAIRMENT (EYES, EAR, LIME) L. UNKNOWN M. OTHER		NON-COLLISION A. OVERTURN/ROLLOVER B. FIRE/EXPLOSION C. WADITION D. JACKKNIFE E. CAR/DOCK/VEHICLE LOSS OR SHIFT F. PELLUCIDATED FROM MOTOR VEHICLE G. TRIP/SLIP OR FALLING OBJECT H. EQUIPMENT FAILURE (BLOWN TIRE, BRAKE FAILURE, ETC.) I. SEPARATION OF UNITS IN TRANSPORT J. RAN OFF ROAD RIGHT K. RAN OFF ROAD LEFT L. CROSSED MEDIAN/CENTRAL LINE M. DOWNHILL RERUNWAY N. OTHER NON-COLLISION COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT O. PEDESTRIAN P. BICYCLIST Q. RASIDRY VEHICLE (TRAIL, ENGINE) R. ANIMAL		SEQUENCE OF EVENTS/HARMFUL EVENTS S. MOTOR VEHICLE IN TRANSPORT T. PARKED MOTOR VEHICLE U. STRUCK BY FALLING, SWIFTING CARGO ON ANYTHING SET IN MOTION BY MOTOR VEHICLE V. WORK ZONE/MAINTENANCE EQUIPMENT W. OTHER NON-FIXED OBJECT COLLISION WITH FIXED OBJECT X. IMPACT ATTENUATOR/CRASH CUSHION Y. BRIDGE OVERHEAD STRUCTURE Z. BRIDGE PIER OR SUPPORT AA. BRIDGE RAIL BB. CULVERT CC. CURB DD. DITCH EE. EMBANKMENT FF. GUARDRAIL FACE GG. GUARDRAIL END HH. CONCRETE TRAFFIC BARRIER II. OTHER TRAFFIC BARRIER JJ. TREE (STANDING) KK. UTILITY POLE/LIGHT SUPPORT LL. TRAFFIC SIGN SUPPORT MM. TRAFFIC SIGNAL SUPPORT NN. OTHER POST, POLE, OR SUPPORT OO. FENCE PP. MAILBOX QQ. OTHER FIXED OBJECT (WALL, BUILDING, TUNNEL, ETC.) YY. UNKNOWN 1st I 2nd L 3rd S 4th MOST HARMFUL EVENT S					
VIOLATION Z A. EXCEEDING STATED SPEED LIMIT B. EXCEEDING SAFE SPEED LIMIT C. FAIL LANE TO YIELD D. FOLLOWING TOO CLOSELY E. DRIVING LEFT OF CENTER F. CUTTING IN/SLIPPER PASSING G. FAILURE TO SIGNAL H. MADE WIDE RIGHT TURN I. CUT CORNER ON LEFT TURN J. TURNED FROM WRONG LANE K. OTHER IMPROPER TURNING L. DISOBEYED TRAFFIC CONTROL M. IMPROPER STARTING N. IMPROPER PARKING O. FAILED TO SET OUT FLAGS, FLARES P. FAILED TO DIM HEADLIGHTS Q. VEHICLE CONDITION R. DRIVER CONDITION S. CARELESS OPERATION T. IMPROPER BACKING U. NO VIOLATIONS V. UNKNOWN W. OTHER - Unrecorded Trailer		REASON FOR MOVEMENT L A. TO AVOID OTHER VEHICLE B. TO AVOID PEDESTRIAN C. TO AVOID ANIMAL D. TO AVOID OTHER OBJECT E. PASSING F. VEHICLE OUT OF CONTROL, NOT PASSING G. VEHICLE OUT OF CONTROL, PASSING H. FOR TRAFFIC CONTROL I. DUE TO CONGESTION J. DUE TO CRASH (COLLISION) K. DUE TO DRIVER CONDITION L. DUE TO DRIVER VIOLATION M. DUE TO VEHICLE CONDITION (FAILURE) N. DUE TO PAVEMENT CONDITION O. HIGH WIND P. NORMAL MOVEMENT Q. UNKNOWN R. OTHER		MOVEMENT PRIOR TO CRASH E A. STOPPED B. PROCEEDING STRAIGHT AHEAD C. TRAVELING WRONG WAY D. BACKING E. CHANGED MEDIUM INTO OPPOSITE LANE F. CROSSED CENTER LINE INTO OPPOSITE LANE G. RAN OFF ROAD NOT WHILE MAKING TURN AT INTERSECTION H. CHANGING LANES ON UNLAWFUL ROAD I. MAKING LEFT TURN J. MAKING RIGHT TURN K. STOPPED PREPARING TO, OR MAKING U-TURN L. MAKING TURN, DIRECTION UNKNOWN M. STOPPED, PREPARING TO TURN LEFT N. STOPPED, PREPARING TO TURN RIGHT O. SLOWING TO MAKE LEFT TURN P. SLOWING TO MAKE RIGHT TURN Q. SLOWING TO STOP R. PROPERLY PARKED S. PARKING MANUEVER T. ENTERING TRAFFIC FROM SHOULDER U. ENTERING TRAFFIC FROM MEDIAN V. ENTERING TRAFFIC FROM PARKING LANE W. ENTERING TRAFFIC FROM PRIVATE LANE OR DRIVEWAY X. ENTERING FREEWAY FROM ON RAMP Y. LEAVING FREEWAY VIA OFF RAMP Z. OTHER OR UNKNOWN							
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DIRECTION BEFORE CRASH ON HIGHWAY, STREET OR DRIVE HEADED W INTERSTATE 10		FINAL LOCATION OF VEHICLES Shoulder Median		DISTANCE TRAVELED AFTER IMPACT 59		SPEED EST. 70 POSTED 70		SKIDMARK DATA (FEET) FR 0 FL 0 RR 0 RL 0			
DAMAGE TO VEHICLE AREA DAMAGED A. UNDER-CARRIAGE B. TOTAL C. OTHER D. NONE E. UNKNOWN 1ST A 2ND B 3RD E EXTENT OF DEFORMITY A. NONE B. VERY MINOR C. MINOR D. MODERATE E. MODERATE/SEVERE F. SEVERE G. VERY SEVERE H. UNKNOWN 1ST D 2ND D 3RD C		CITATIONS 1868885: 32:384 14:32									

NOTICE OF INSURANCE VIOLATION: ☐SPS
INVESTIGATING OFFICER'S INITIALS

20120042760

PAGE # 5

Veh # 2

WRITE APPROPRIATE LETTER IN BLOCK

CONTRIBUTING FACTORS AND CONDITIONS

VISION		CONDITION OF DRIVER/PED		SEQUENCE OF EVENTS/HARMFUL EVENTS					
OBSCUREMENTS Y A. RAIN, SNOW, ETC. ON WINDSHIELD B. WINDSHIELD OTHERWISE OBSCURED C. VISION OBSCURED BY LOAD D. TREES, BUSHES, ETC. E. BUILDING F. ENLARGEMENT G. SIGN BOARDS H. HILL/CREST I. PARKED VEHICLES J. MOVING VEHICLES K. BLINDING BY HEADLIGHTS L. BLINDING BY SUNGLARE M. DISTRACTED BY NEON LIGHTS IN FIELD OF VIEW N. NO OBSCUREMENTS Y. UNKNOWN Z. OTHER		DRIVER Y A. CELL PHONE B. OTHER ELECTRONIC DEVICE (CAMERA, PDA, PILOT, NAVIGATION DEVICE, ETC.) C. OTHER INSIDE THE VEHICLE D. OTHER OUTSIDE THE VEHICLE E. NOT DISTRACTED Y. UNKNOWN Z. OTHER		NON-COLLISION A. OVERTURN/ROLLOVER B. FIRE/EXPLOSION C. WASHDOWN D. JACKKNIFE E. CARGO/EQUIPMENT LOSS OR SHIFT F. FELL/JUMPED FROM MOTOR VEHICLE G. THROWN OR FALLING OBJECT H. SLOTTED/FALLING (BLUDDING, TIME, DRIVE PULPUS, ETC.) I. SEPARATION OF UNITS IN TRANSPORT J. TAN OFF ROAD RIGHT K. TAN OFF ROAD LEFT L. CROSSED MEDIAN/CENTERLINE M. DOWNHILL REROUTING N. OTHER NON-COLLISION COLLISION WITH PERSON, MOTOR VEHICLE, OR NON-FIXED OBJECT O. PEDESTRIAN P. FATALITY Q. RASIDARY VEHICLE (TRAIL, ENGINE) R. ANIMAL		SEQUENCE OF EVENTS/HARMFUL EVENTS S. MOTOR VEHICLE IN TRANSPORT T. PARKED MOTOR VEHICLE U. STRUCK BY FALLING, SHIFTING CARGO OR ANYTHING SET IN MOTION BY MOTOR VEHICLE V. WORK ZONE/MAINTENANCE EQUIPMENT W. OTHER NON-FIXED OBJECT COLLISION WITH FIXED OBJECT X. IMPACT ATTENUATOR/CRASH CUSHION Y. BRIDGE OVERHEAD STRUCTURE Z. BRIDGE PIER OR SUPPORT AA. BRIDGE RAIL BB. CULVERT CC. CURB DD. DITCH EE. OBSTACLE FF. GUARDRAIL FACE GG. GUARDRAIL END HH. CONCRETE TRAFFIC BARRIER II. OTHER TRAFFIC BARRIER JJ. TREE (STANDING) KK. UTILITY POLE/LIGHT SUPPORT LL. TRAFFIC SIGN SUPPORT MM. TRAFFIC SIGNAL SUPPORT NN. OTHER POST, POLE, OR SUPPORT OO. FENCE PP. MAILBOX QQ. OTHER FIXED OBJECT (WALL, BUILDING, TUNNEL, ETC.) YY. UNKNOWN MOST HARMFUL EVENT S			
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DIRECTION BEFORE CRASH ON HIGHWAY, STREET OR DRIVE INTERSTATE 10		FINAL LOCATION OF VEHICLES OFF ROAD		DISTANCE TRAVELED AFTER IMPACT 430		SPEED BY POSTED 70 70		SKID/DRAG DATA (FEET) FR FL RR RL 0' 0' 0' 0'	
DAMAGE TO VEHICLE AREA DAMAGED A. UNDER CARRIAGE B. TAIL C. OTHER D. NONE Y. UNKNOWN EXTENT OF DEFORMITY A. NONE B. VERY LIGHT C. MINOR D. MODERATE E. SEVERE F. MODERATE/SEVERE G. SEVERE H. UNKNOWN		CITATIONS NONE							

NOTICE OF INSURANCE VIOLATION _____

SPB

INVESTIGATING OFFICER'S INITIALS

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
NARRATIVE SUPPLEMENT

COMPUTER NUMBER

PAGE#

2 0 1 2 0 0 4 2 7 6 0 - 07

OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS.
INCLUDED WITNESS NAMES, ADDRESSES, PHONE NUMBERS, ETC.
IF NECESSARY, INDICATE DAMAGE TO PRIVATE PROPERTY (WITH OWNER'S NAME AND ADDRESS) AT THE END OF THE NARRATIVE
REFER TO EACH VEHICLE BY VEHICLE NUMBER

On Friday, December 7, 2012, at 1513 hours, I, Trooper S. Bunch #2421 of the Louisiana State Police - Troop A, responded to a call of a motor vehicle crash, with injuries, on Interstate 10. The crash occurred on Interstate 10 at Mile Post 169.11, east of Louisiana Highway 928 (Bluff Road overpass) in Ascension Parish. Upon my arrival, at 1522 hours, I observed numerous civilians, Prairieville Fire Fighters and Department of Public Safety Police Officer S. Cotten #6368 on the scene. The inside westbound lane and both eastbound lanes of Interstate 10 were closed by emergency vehicles.

Prior to my arrival, Officer S. Cotten arrived on the scene at 1515 hours and began assessing the scene. When I spoke with Officer Cotten, I learned at least two vehicles were involved in the crash. The driver of a Ford F-350 had identified himself to Officer Cotten as the person pulling a trailer, which had become detached from his vehicle and was involved in the crash. Officer Cotten also informed me the driver of a Ford Ranger had sustained serious injuries and was unresponsive. At this time, fire fighters were giving aid to the driver of the Ford Ranger. Officer Cotten pointed out the driver of the F-350 to me and I walked over to speak with him. I spoke with the driver of the F-350, got his driver's license, and told him not to leave the scene until I spoke with him further. I spoke with the fire fighters that were giving aid to the driver of Ford Ranger and they said he was probably not going to survive his injuries. Fire fighters gave me a wallet that belonged to the driver of the Ford Ranger. I found a Texas driver's license, number 28744552, inside the wallet and identified the driver of the Ford Ranger as David L. Hammer of League City, TX.

Senior Trooper PB Rivera #2033 arrived on the scene at 1522 hours and Master Trooper S. Latimer #1708 arrived on the scene at 1530 hours. M/T Latimer, S/T Rivera and I began identifying and speaking with witnesses. Each of the witnesses gave a brief synopsis of the crash. Collectively, all of the witnesses confirmed the trailer detached from the F-350, crossed the center median and struck the Ford Ranger. Some of the witnesses said they immediately ran to Mr. Hammer's aid, but he was unresponsive when they got to him. Written statements were eventually collected from the witnesses (see attached).

Interstate 10 is a four-lane highway divided by an un-raised grassy median. Eastbound and westbound Interstate 10 has inside and outside lanes on each side of the highway. The inner edges of the inside lanes are marked with a yellow no passing line, bordered by a narrow shoulder. White dashed lines and white reflectors separate the inside and outside lanes. The outside lanes are marked with solid white fog lines and bordered by a wide concrete shoulder. In this section, retaining wires and metal guardrails divide the grassy median. There is a gap between the retaining wires and the metal guardrails, 25.6 feet in length. All lane markings are in good condition and were clearly visible. The edges of the roadway had no effect on this crash and there are no roadway edge drop-offs on either side.

At 1548 hours, Sgt. J. Martin #2031 arrived on the scene. M/T Latimer, Sgt. Martin and I inspected the area and found numerous tire marks in the center median, eastbound lanes and beyond the outside eastbound shoulder. The two tire marks found in the center median extended in a southeastern direction, towards the eastbound lanes. The first tire mark in the center median began on the inside roadway edge of the westbound lanes, 46.6 feet east of the end of the retaining wires. This tire mark extended into and through the gap between the retaining wires and the guardrail. This tire mark was 98.8 feet in length. The second tire mark in the center median began 28.3 feet south of the inside roadway edge of the westbound lanes and 5.3 feet east of the end of the retaining wires. This tire mark extended into and through the gap between the retaining wires and the guardrail. This tire mark was 22.2 feet in length. In the inside eastbound lane, multiple tire marks made up three large circular patterns,

INVESTIGATING OFFICER'S INITIALS

SPB

DPSSP 3110

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
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OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS.
INCLUDED WITNESS NAMES, ADDRESSES, PHONE NUMBERS, ETC.
IF NECESSARY, INDICATE DAMAGE TO PRIVATE PROPERTY (WITH OWNER'S NAME AND ADDRESS) AT THE END OF THE NARRATIVE
REFER TO EACH VEHICLE BY VEHICLE NUMBER

which began 55.9 feet west of the end of the retaining wires and ended 30.8 feet west of the end of the retaining wires. The circular tire marks stretched from the inner edge and fog line of the inside lane to approximately the center of the lane. 4.4 feet northwest of the beginning of the circular tire marks was a scrub mark between the inside roadway edge and the inside fog line. 7.1 feet southwest of this scrub mark was the ending of a 2.8 feet in length scrub mark that extended in a northeastern direction, from the center of the inside eastbound lane towards the inside fog line. 8.7 Feet west of the ending of this scrub mark was a third scrub mark, near the inside fog line. 6.1 feet southwest of this scrub mark was the beginning of a tire mark that extended 9.6 feet in a southeastern direction. 5.5 feet south of this tire mark was a parallel tire mark that was 10.9 feet in length. 24.4 east of this tire mark, on the outside fog line, were two scrub marks. 8.3 feet north of these scrub marks was a tire mark that extended east 4.4 feet in length in the center of the outside eastbound lane. 15.7 feet southeast of the end of this tire mark was the beginning of another tire mark, which started near the outside fog line. This tire mark was 37.9 feet in length and extended towards the outside edge of the eastbound lanes. 35.5 feet southeast of the end of this tire mark, in the grassy area beyond the outer edge of the eastbound lanes, was the beginning of three tire marks. These tire marks arched in a northwestern direction, extending into and through a shallow ditch and back towards the eastbound lanes. These tire marks were 220 feet in length and ended near the outside roadway edge of the eastbound lanes. On the outside edge of the roadway, at the ending of these tire marks, a fluid trail began and continued the northwestern arch of the tire marks. The fluid trail extended 60.8 across the eastbound lanes and shoulders and ended near the inside roadway edge. The end of the fluid trail was 12.1 feet south of the left rear tire of the Ford Ranger.

Vehicle 1, a 2001 blue/tan Ford F-350 dually, bearing Louisiana license plate number B754865, was facing west, stopped on the westbound outside shoulder. An inspection of Vehicle 1 showed it sustained no damage. A trailer hitch, with three trailer balls, was attached to the frame, secured with a safety pin. A two-inch trailer ball was in the up position. On the frame, on both side of the trailer hitch were eyelets designed to attach safety chains to secure a towed vehicle or trailer. I inspected the eyelets and found no signs of any hooks or other safety mechanisms attached to them. A close inspection of the eyelets showed no markings or damage on them. While inspecting Vehicle 1, I checked the tire pressure and tread depth. Vehicle 1 had the following tread depth/tire pressure: driver side front (4/32 and 46 psi), passenger side front (5/32 and 51 psi), and passenger side rear (right 3/32 unknown psi, left 5/32 unknown psi), and driver side rear (right 4/32 unknown psi, left 2/32 unknown psi). The psi on the four rear tires is unknown because I was not able to reach the air valves on the tires. The rear tires did not appear to be over or under inflated and did not appear to be a factor in the crash.

Vehicle 1's trailer, a 2009 black RDT utility trailer, bearing Louisiana license plate L138489, was facing southeast, stopped in the center median on the southern side of the metal guardrails. The trailer sustained moderate damage in the crash to its tongue, right front side and minor damage to its right rear side. The right side of the tongue was bent inward, and had a small amount of blood and flesh on it. Attached to the tongue were two safety chains. An inspection of the chains showed there were no hooks on the ends of them or on any of the links. The inspection also showed there were no markings or damage to the end links. While inspecting the trailer, I checked the tire pressure and tread depth. The trailer had the following tread depth/tire pressure: left front (6/32 and 34 psi), left rear (6/32 and 34 psi), right front (5/32 and 19 psi), and right rear (6/32 and 35 psi).

Vehicle 2, a 1998 green Ford Ranger, bearing Texas license plate number 9628AK, was facing north, stopped in the center median with its front end against the retaining wires. The Ranger had severe damage to the front and driver's side, which protruded into the engine and passenger compartments. The Ranger also

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OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS.
INCLUDED WITNESS NAMES, ADDRESSES, PHONE NUMBERS, ETC.
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REFER TO EACH VEHICLE BY VEHICLE NUMBER

sustained minor damage to its rear driver's side. While inspecting Vehicle 2, I checked the tire pressure and tread depth. Vehicle 2 had the following tread depth/tire pressure: driver side front (7/32 and 0 psi), driver side rear (7/32 and 41 psi), passenger side front (7/32 and 38 psi), and passenger side rear (7/32 and 40 psi).

Near Vehicle 2, I observed tire marks and a liquid debris trail that led up to its rear end. The tire marks and liquid debris trail began in the center of the eastbound lanes, near the circular tire marks, and pointed in the direction of the path Vehicle 2 took after impact.

The driver of Vehicle 1 was identified at the scene as Michael B. Munson, with Louisiana driver's license number 6365122. I advised Mr. Munson of his Miranda rights and said he understood them. Mr. Munson gave verbal and written statements on the scene. Mr. Munson verbally stated he was traveling westbound on Interstate 10 in the outside lane at about 70 mph when his trailer began to sway side to side. Mr. Munson said he hit his brakes and began merging onto the outside shoulder. Mr. Munson said as he moved onto the shoulder, his trailer became detached and shot across both westbound lanes. Mr. Munson said his trailer went through an opening in the median and struck another vehicle traveling in the eastbound lanes. In his written statement, Mr. Munson stated:

"I was driving I-10 west when the trailer came off my truck in the right lane. The trailer took off into the middle of the Interstate into eastbound side near Bluff Road. I was driving 70 mph whenever thing happen."

Mr. Munson sustained no injuries in the crash. Mr. Munson was taken from the scene to Troop A at 1644 hours by S/T Rivera for chemical testing. Mr. Munson voluntarily submitted to the Intoxilyzer 5000 test at 1714 hours, and the results indicated a blood alcohol concentration of .000g%. Mr. Munson showed no signs of impairment. Mr. Munson voluntarily submitted a urine sample. Mr. Munson's urine sample was later logged in at Troop A as evidence to be forwarded to State Police Crime Lab for testing. Results are pending at this time. A written consent to search Vehicle 1 was signed by Mr. Munson. M/T Latimer and I searched Vehicle 1. The search was an attempt to locate any other trailer hitches and/or trailer ball assemblies, other than the one observed on the rear of Vehicle 1. The search had negative results.

While on scene, S/T Rivera and I spoke with five witnesses and the passenger of Vehicle 1. The following written statements were collected:

Vehicle 1's passenger Jerry Chatman stated,

"I look back and the trail was good."

Witness William Bayhi Jr stated,

"Was heading east on I-10. Noticed trailer coming across the median from westbound I-10. The green truck in front of me was struck on driver front side by trailer. I swerved to avoid the trailer and the truck that was hit by the trailer. Came to a stop and noticed the truck that was hit by the trailer was sitting in the center guard wires. Me and several others ran to vehicle and noticed he was not moving. Dialed 911."

Witness Theodise M. Collins stated,

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OFFICER'S NARRATIVE: DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH CRASH, INCLUDING OFFICER'S OBSERVATIONS AND OPINIONS.
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At approximately 1841 hours, Vehicle 1's trailer and Vehicle 2 was removed from the scene by Gonzales Towing, and all lanes were cleared of debris and reopened. S/T Rivera and M/T Latimer took photos of the scene and both vehicles. The photos were later uploaded to the Louisiana State Police crash photo database.

At approximately 1730 hours, notification was made to David L. Hammer's next of kin. Andy Hammer, 4024 Ioda Street, Metairie, LA (504) 430-7603, David Hammer's son, called Troop A and spoke with Sgt. M. Stupka #1890. Andy said he was trying to locate his father, who he had not heard from since about 1400 hours. Andy said his father was on his way to visit him in Metairie, LA and he had not arrived. Sgt. Stupka informed Andy his father was involved in a motor vehicle crash and he did not survive his injuries.

On December 8, 2012, at approximately 0900 hours, M/T Latimer and I returned to the scene. We canvassed the area trying to locate any evidence that would suggest Vehicle 1's trailer had safety chains attached when it disconnected. No evidence was found. While on scene, Master Trooper S. Latimer and I measured the scene with the Total Station Survey Equipment. M/T Latimer later used the data collected from the measurements to draw the diagrams of the crash scene.

On December 8, 2012 at approximately 1330 hours, M/T Latimer and I arrived Gonzales Towing storage yard. Andy Hammer and other family members met us at this location. Andy was allowed to retrieve David L. Hammer's personal belongings from Vehicle 2. M/T Latimer and I further inspected Vehicle 1's trailer and Vehicle 2. While inspecting the trailer, we noticed the trailer ball latch was missing. The latch was found in the cab of Vehicle 2, on the passenger side floorboard. We searched the interior of Vehicle 2 for other parts that may have been transferred between vehicles during impact. No other items, specifically safety chain hooks, were found in or on Vehicle 2.

The on-scene evidence, vehicle damage, witness and driver statements suggest that on December 7, 2012 at approximately 1510 hours, Vehicle 1 was traveling westbound in the outside lane on Interstate 10 as Vehicle 2 was traveling eastbound in the inside lane Interstate 10. As both vehicles approached each other from opposite directions, Vehicle 1's trailer began to sway side to side. As Vehicle 1 began moving onto the westbound outside shoulder, the trailer detached from Vehicle 1 and crossed both westbound lanes. Vehicle 1 came to a controlled stop on the westbound outside shoulder as the trailer left the roadway to its left. The trailer entered and crossed the median through an opening between the retaining wires and metal guardrails. The trailer entered the inside eastbound lanes and struck Vehicle 2. The tongue and right corner of the trailer pierced the driver's side engine and passenger compartments of Vehicle 2, striking David L. Hammer. After the impact, the trailer spun around, traveling 59 feet, and came to rest in the center median. Vehicle 2 crossed over the outside eastbound lane and shoulder, leaving to roadway to its right. Vehicle 2 traveled 255.5 feet in the grass, as it rolled through a shallow ditch and up a small hill. The hill redirected Vehicle 2's path and it crossed back through the shallow ditch and then back into the eastbound lanes. Vehicle 2 crossed over the eastbound lanes and entered the center median. Vehicle 2 came to rest when its front end struck the retaining wires.

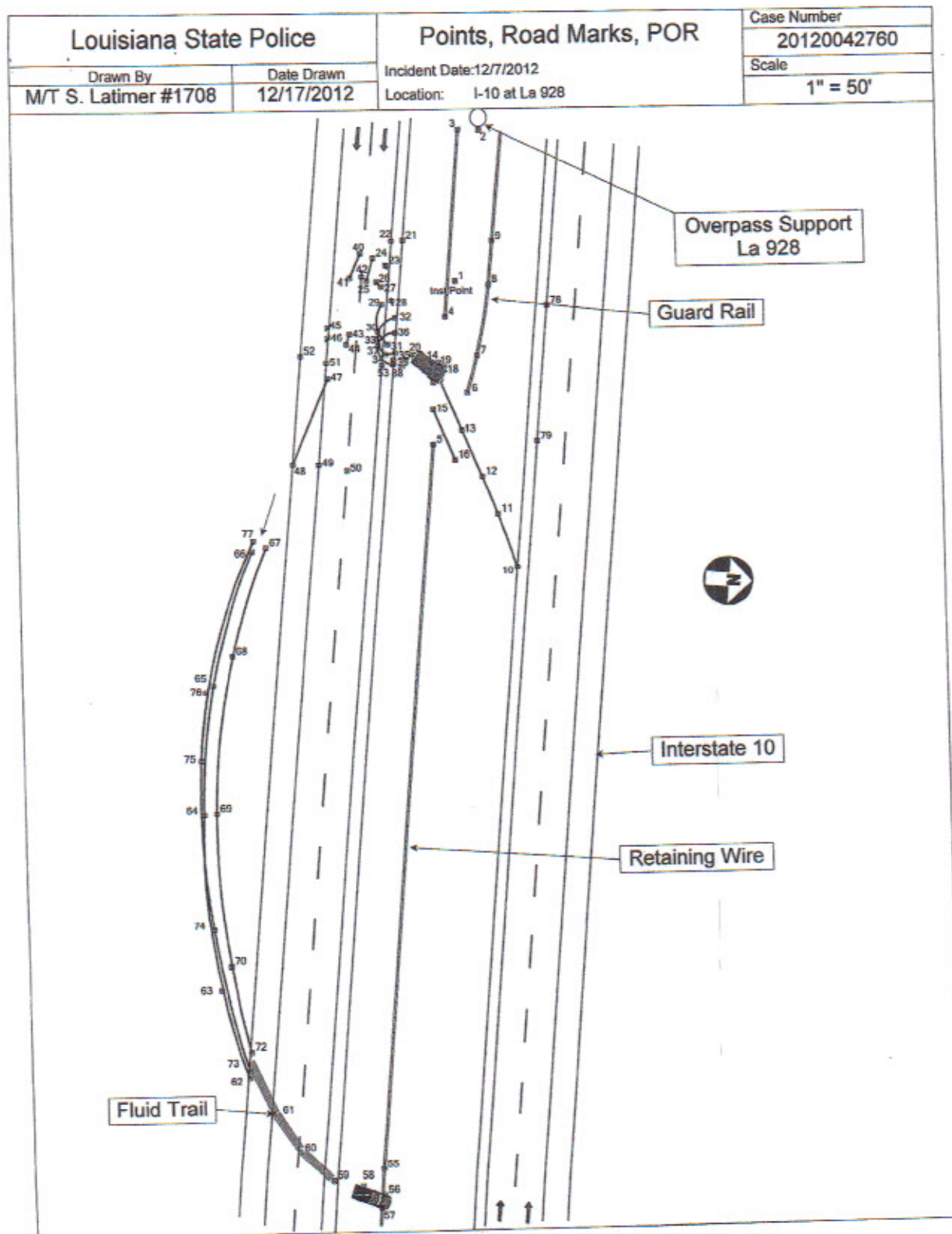
Mr. Munson has been charged with L.R.S. 32:384 Trailers and Towed Vehicles and L.R.S. 14:32 Negligent Homicide. For further information on Mr. Munson's arrest, see Louisiana State Police Criminal Arrest Report under Incident Number 12-9919.

INVESTIGATING OFFICER'S INITIALS

SPB

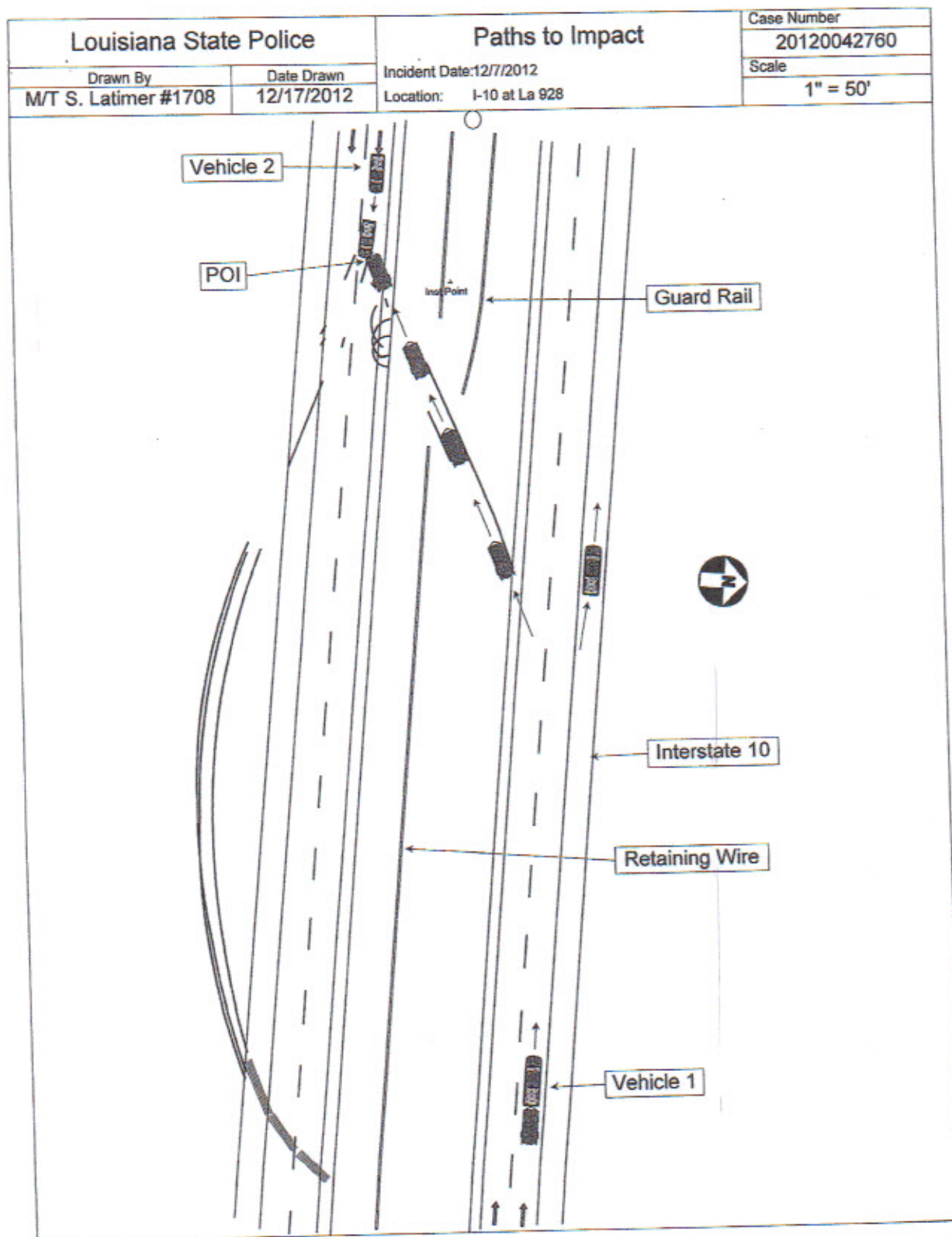
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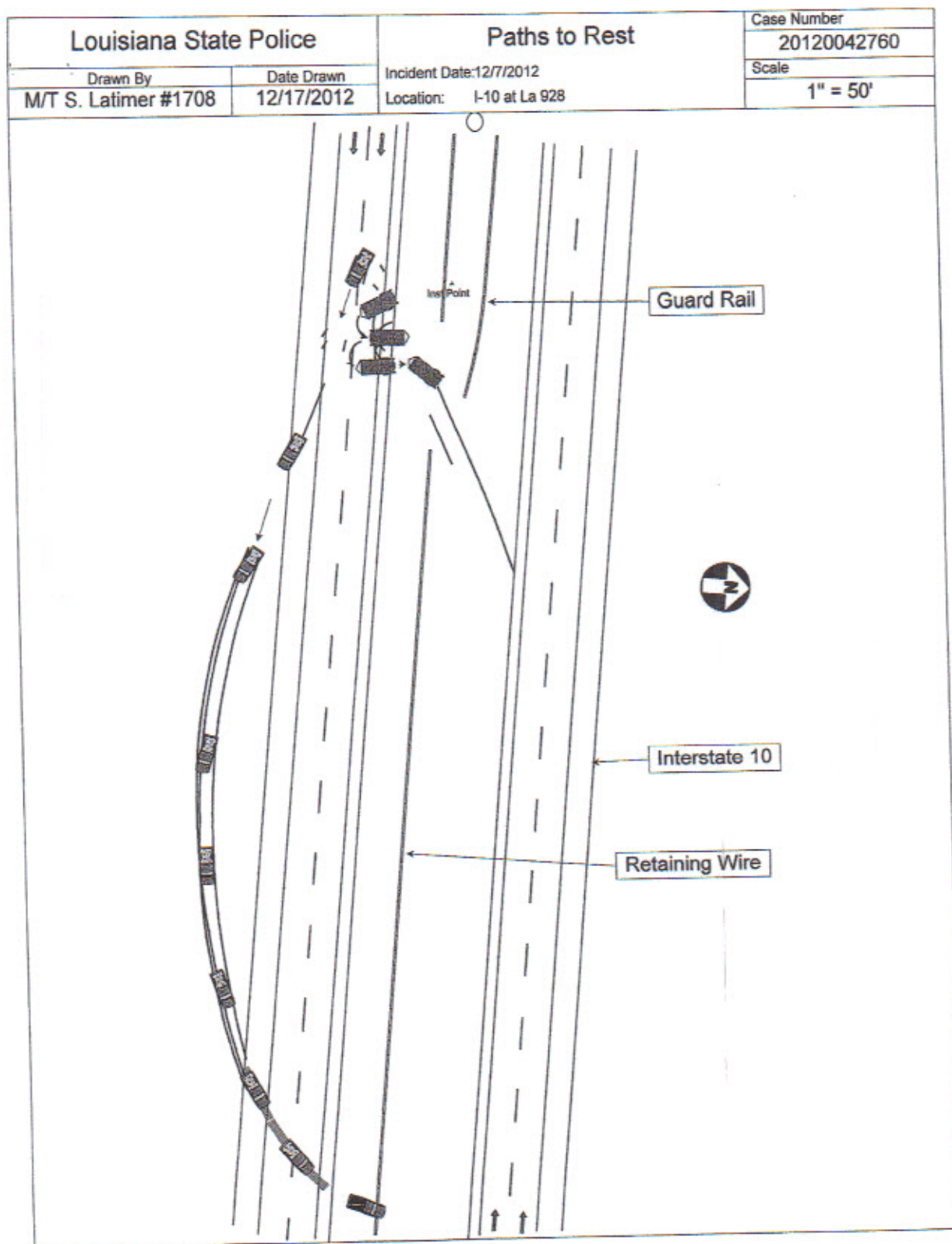
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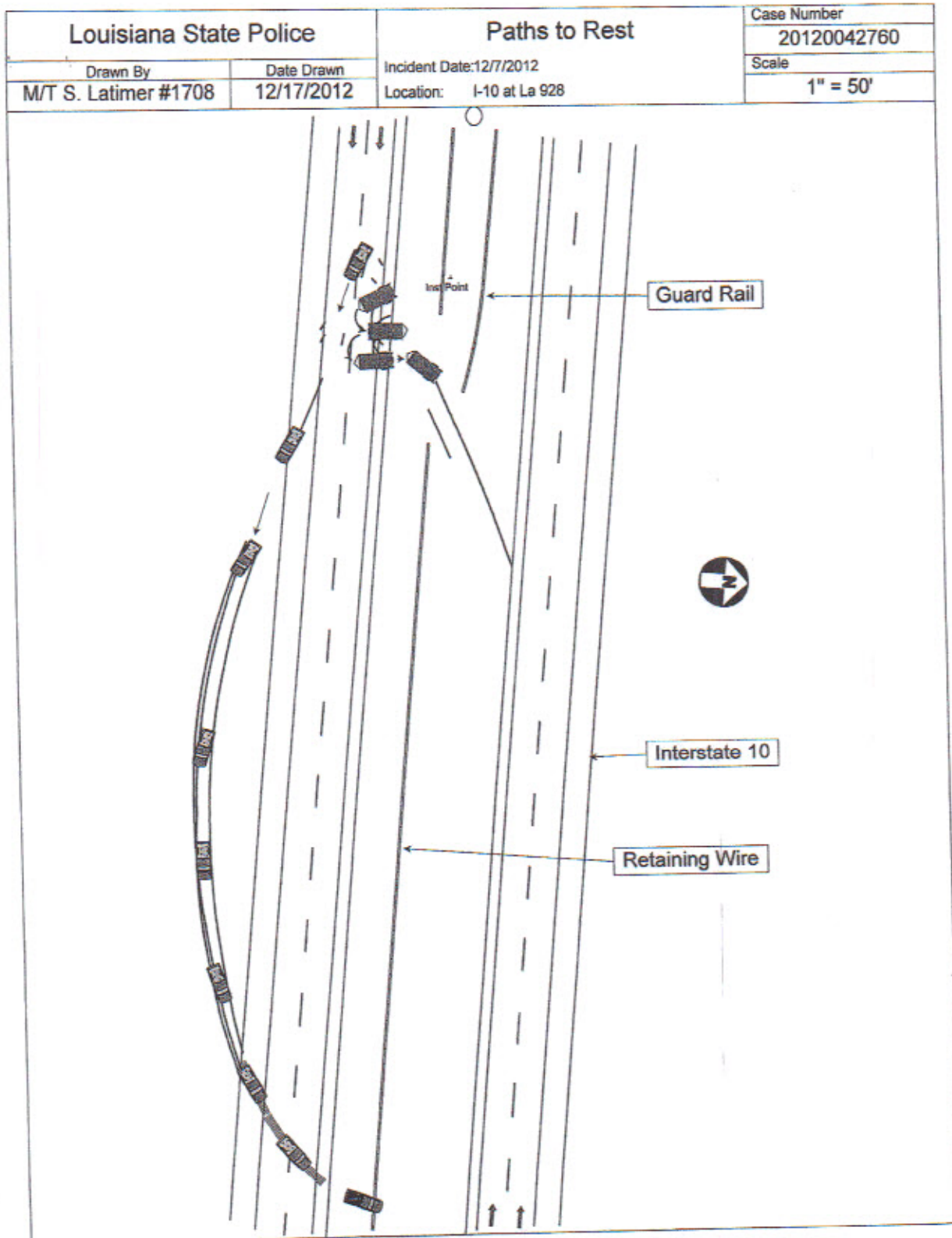
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REPORT# 20120042760

Louisiana State Police

Measurement Data Log

File Number	20120042760	Scene Measured By	M/T S. Latimer
Incident Date/Time	7-Dec-2012 03:10 PM	ID Number (measured by)	1708
Incident Location	I-10 at La 928 Overpass	Scene Assisted By	TFC S. Bunch
Date Measured On	8-Dec-2012	ID Number (assisted by)	2421
Weather Description	Clear	Reference Point Description	61.2' East from Point 2
Road Description	Concrete - Dry	Secondary Reference Point	67.6' West from Point 5
		Visibility Description	Unlimited

Narrative

Point	North	South	East	West	Description
1	0.0000		0.0000		Inst Point
2	60.1600		11.1400		Bridge Support La 928
3	60.4200		2.5200		Guard Rail
4		14.5600		4.3600	Guard Rail End
5		66.7400		10.4600	Retaining Wire End
6		45.6800	4.1200		Guard Rail End
7		30.9600	8.3800		Guard Rail
8		1.4800	13.5200		Guard Rail
9	16.0000		15.3800		Guard Rail
10		117.0000	22.6600		Tire Mark
11		95.1200	15.2000		Tire Mark
12		79.9000	9.2400		Tire Mark
13		61.0800	1.4600		Tire Mark
14		33.4000		10.0800	Tire Mark End
15		52.4600		10.1600	Tire Mark
16		72.9200		1.6600	Tire Mark
17		41.5200		9.7800	Left Tire Vehicle 1
18		35.1000		5.2400	Right Tire Vehicle 1
19		33.4200		7.4000	Right Tire Vehicle 1
20		30.1200		18.1800	Trailer Hitch
21	16.8000			21.0200	Edge of Road
22	16.5800			25.6800	Fog Line
23	6.6200			28.2400	Tire Scrub

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Point	North	South	East	West	Description
23	6.6200			28.2400	Tire Scrub
24	9.7200			33.4400	Start of Tire Mark
25	0.5400			36.2000	End of Tire Mark
26	0.2400			32.1400	Start of Tire Scrub
27		1.8000		30.2800	End of Tire Scrub
28		7.5400		26.0400	Tire Scrub
29		9.0400		30.2000	Start of Tire Mark
30		20.6400		31.9600	Midpoint of Tire Mark
31		25.9400		28.0400	End of Tire Mark
32		14.7400		24.8000	Start of Tire Mark
33		23.4600		32.4800	Midpoint of Tire Mark
34		29.9800		29.0200	End of Tire Mark
35		29.4000		25.1800	End of Tire Mark
36		21.1800		25.0200	Start of Tire Mark
37		26.4600		31.9600	Midpoint of Tire Mark
38		34.1600		26.1400	End of Tire Mark
39		32.2600		25.8600	Edge of Road
40	11.6800			38.5600	Start of Tire Mark
41	1.7400			43.0800	End of Tire Mark
42	2.1600			38.1600	Centerline
43		21.6000		43.6800	Start of Tire Mark
44		25.8200		44.9400	End of Tire Mark
45		18.5200		52.5000	Tire Scrub
46		22.9800		52.5400	Tire Scrub
47		39.3600		52.9000	Start of Tire Mark
48		74.1000		68.1000	End of Tire Mark
49		74.3200		57.4400	Fog Line
50		76.7000		45.9000	Centerline
51		33.3000		53.3800	Fog Line
52		30.2800		63.8200	Edge of Road
53		34.3600		30.6600	Fog Line
54		33.7200		25.8400	Edge of Road
55		361.4800		38.3600	Retaining Wire
56		371.6400		38.2600	Front Left Tire
57		376.8400		39.8000	Front Right Tire
58		367.9400		46.9400	Rear Left Tire
59		365.7600		58.8800	Fluid Trail
60		353.5600		72.4200	Fluid Trail
61		337.8800		82.8400	Fluid Trail

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S10

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Point	North	South	East	West	Description
61		337.8800		82.8400	Fluid Trail
62		322.7800		91.9200	Tire Mark on Road
63		288.3800		102.3200	Tire Mark Midpoint
64		216.1800		107.2200	Tire Mark Midpoint
65		163.6200		102.3000	Tire Mark Midpoint
66		109.1000		85.4800	Tire Mark Start
67		107.7800		79.8600	Start of Tire Mark
68		151.6200		94.2800	Tire Mark Midpoint
69		215.8000		102.2400	Tire Mark Midpoint
70		278.6000		98.1800	Tire Mark Midpoint
71		278.5400		98.1600	Duplicate Point
72		312.3000		90.8200	End of Tire Mark
73		320.0400		91.5600	End of Tire Mark
74		263.5200		104.6600	Tire Mark Midpoint
75		194.7200		107.8400	Tire Mark Midpoint
76		166.4200		105.3800	Tire Mark Midpoint
77		105.0600		84.8600	Start of Tire Mark
78		10.2800	37.0600		Fog Line Westbound
79		65.8400	31.8600		Fog Line Westbound

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STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
DRIVER/WITNESS VOLUNTARY STATEMENT

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20120042760-18

DATE 12/7/12 TIME 3:00 pm PLACE InterState I-10 West
 I, Michael Munson AM 35 YEARS OF AGE,
 MY ADDRESS IS 219 3rd St Donaldsonville La 70346
 AND MY TELEPHONE NUMBER IS (225) 279 - 9287 CELL
225 474 0070 HOME

I was driving I-10 West when the trailer came ~~lose~~ off my truck in the right lane. The trailer ^{hook} off in to the middle of the Interstate in to east bound side near Bluff Road Over Pass. I was driving 70 MPH when ever thing happen.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: Michael Munson

OFFICER TAKING STATEMENT: S/T PB Rivera #2033

SIGNATURE: S/T PB Rivera

DPSSP 3111 (REV. JAN. 2005)

INVESTIGATING OFFICER'S INITIALS

PBR S/T

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
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20120042760 - 19

DATE 12-7-12 TIME 3:00 PLACE 2-9-58
I, 201 Walnut St AM YEARS OF AGE,
MY ADDRESS IS Dolcsviss 2A
AND MY TELEPHONE NUMBER IS (747) 48 07

I Look Back and The Trail
was good.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT
ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: Jerry Chatman

OFFICER TAKING STATEMENT: S/T PB Rivera #2033

SIGNATURE: S/R/S #2033

DPSSP 3111 (REV. JAN. 2005)

INVESTIGATING OFFICER'S INITIALS

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DATE 12/9/12 TIME 3:35 PLACE I-10 m168
I, William Bayhi Jr AM 32 YEARS OF AGE,
MY ADDRESS IS 3205 49th St Metairie La, 70001
AND MY TELEPHONE NUMBER IS (504) 453-0999.

Was heading East on I-10. Noticed trailer coming across
the median from West bound I-10. The green truck in
front of me was struck on driver front side by
trailer. I swerved to avoid the trailer and the truck
that was hit by the trailer. Came to a stop and
noticed the truck that was hit by the trailer was
sitting in the center guard wires.

Me and several others ran to vehicle and
Noticed he was not moving. Dialed 911.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT
ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: William Bayhi Jr

OFFICER TAKING STATEMENT:

TPR S BUNCH

SIGNATURE:

TPR S BUNCH

INVESTIGATING OFFICER'S INITIALS

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STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
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DATE 12-07-12 TIME App. 3:15 pm PLACE I-10 (East)
I, Theodore M. Collins AM. 46 YEARS OF AGE,
MY ADDRESS IS 1808 Wagner St New Orleans LA 70114
AND MY TELEPHONE NUMBER IS (504) 220-5303.

I was traveling East on I-10 - ~~west~~ when I noted
a trailer cross the median. The trailer hit a
green truck traveling East on I-10 in front of
me (app. 3 cars in front of me). I immediately pulled
over to the left side of the interstate and
checked for vital signs - none noted.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT
ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: Theodore M. Collins

OFFICER TAKING STATEMENT:

TMA S BUNCH

SIGNATURE:

TMA [Signature]

INVESTIGATING OFFICER'S INITIALS

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STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
DRIVER/WITNESS VOLUNTARY STATEMENT

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DATE DECEMBER 7, 2012 TIME 3:51p PLACE _____
I, RYAN CONNERLY AM 45 YEARS OF AGE,
MY ADDRESS IS 8020 PLACID ST., N. J. LA. 78128
AND MY TELEPHONE NUMBER IS (504) 246-8305 HOME
628-7773 CELL.

APPROX. 3:30p., I WAS PARKED ON THE SHOULDER ON THE
RIGHT HAND SIDE OF THE INNERSTATE 10 EAST BOUND.
I WAS JUST ABOUT TO ENTER TRAFFIC WHILE IT WAS
CLEAR AND LOOKED JUST AHEAD OF ME AND NOTICED
THAT A TRAILER HAD UNHITCHED FROM A TRUCK THAT
WAS GOING WEST BOUND. THE TRAILER WENT ^{THROUGH} A SPACE
BETWEEN THE WIRE GUARD RAILS AND A COLUMN FROM A
OVERPASS. THE TRAILER CONTINUED TO CROSS THE MEDIUM
AND ENTER THE EAST SIDE OF I-10. A GREEN TRUCK WAS
IN THE LEFT LANE DRIVING EAST BOUND WHEN THE TRAILER
HIT THE LEFT SIDE OF THE TRUCK, CAUSING THE DRIVER
TO LOSE CONTROL AND SWERVE FROM THE LEFT LANE
ON TO THE RIGHT LANE AND BACK IN TO THE LEFT LANE
AND THEN INTO WIRE GUARD RAIL HEAD ON. I MOVED
MY TRUCK OVER TO THE MEDIUM OF THE I-10 TO ASSIST THE
DRIVER TO HELP HIM; AS I MOVED CLOSER TO THE VEHICLE
I NOTICED THE DRIVER WAS CRUSHED INSIDE HIS VEHICLE
NOT RESPONSIVE, ASKED OTHER DRIVERS TO CALL 911.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT
ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

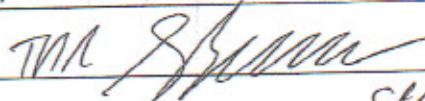
SIGNED:



OFFICER TAKING STATEMENT:

TIM S. BUNCH

SIGNATURE:



INVESTIGATING OFFICER'S INITIALS

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STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
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DATE 12/7/12 TIME 3:50 PLACE I-10 @ Bluff Road
 I, Francisco Zatta AM 29 YEARS OF AGE,
 MY ADDRESS IS 835 Shadyglan ave Baton Rouge, LA 70816
 AND MY TELEPHONE NUMBER IS (225) 329-5394

At approximately 3:08 pm while traveling north bound on Interstate-10, I, Francisco Zatta witnessed a fatal vehicle crash involving a trailer and a pick up truck. While traveling on left lane I was as close as 10 feet away from the driver of F-350 carrying a trailer. The driver of the vehicle slightly whipped his vehicle and suddenly made the trailer become unstable. I, at that moment slowed down. The driver merges into the shoulder of the road and suddenly the trailer becomes detached from the truck and crosses in front of me hitting the guard rail and striking a truck head on from opposite traffic. My speed at the time was about 70 mph, the driver of the ford F-350 was going approximately 60-65 mph.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED:

OFFICER TAKING STATEMENT:

S/T PB Rivera #2033

SIGNATURE:

INVESTIGATING OFFICER'S INITIALS

PBR-S/P

WITNESS

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC CRASH REPORT
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DATE 12/7/12 TIME 1550 PLACE 110 W / Bluff Rd Overpass
 I, HEATH M VELLEMAN AM 31 YEARS OF AGE,
 MY ADDRESS IS P.O. Box 7758 Pineville LA 71361
 AND MY TELEPHONE NUMBER IS (38) 447-1590

Headed west on 110 ~~for~~ just before Bluff Rd overpass.
 Driving in right lane. Traveling about 60-65 mph.
 The truck in front of me, about 1500 ft, had a trailer that
 started veering side to side. The trailer disengaged from the
 truck and quickly crossed the left lane just in front
 of another vehicle. The trailer crossed the median before
 the overpass in the only area without cables. It immediately
 hit the driver's side of an oncoming truck in the
 110 east lane. The truck swerved to the right off the
 road then swerved back across the lanes onto the median
 and hit the fence. I pulled over and ran to the truck
 I tried to check a pulse but the driver was badly injured
 and deceased. His leg was dislocated and the body was contorted.
 I was trying to yell to stimulate the driver. Other motorists
 began to pull over and check on the driver as well.

THE ABOVE STATEMENT, TO THE BEST OF MY KNOWLEDGE, IS A TRUE AND CORRECT
 ACCOUNT OF MY RECOLLECTION IN THE ABOVE DESCRIBED MOTOR VEHICLE CRASH

SIGNED: Heath M VellemanOFFICER TAKING STATEMENT: S/T PB Rivera #2033SIGNATURE: S/T PB Rivera #2033

INVESTIGATING OFFICER'S INITIALS

PBR SPB

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Steven P Bunch | [Log Out](#)

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Report # 20120042760 is an existing Crash report.

Status: Complete

Troop - Author: A - Phillip Rivera

Crash Date: 12/07/2012

Parish: Ascension

Vehicle 1 Driver: MICHAEL B MUNSON

Additional Driver(s): DAVID L HAMMER

Digital Photo Count: 193

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