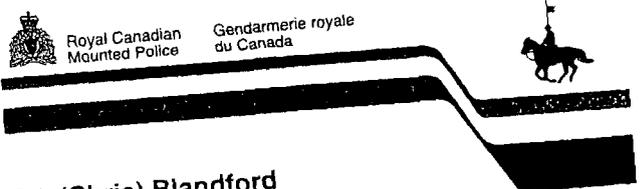


NOTES are NOT
Copied properly
(Rosie Hudson)
MB Prosecutions)



Royal Canadian Mounted Police
Gendarmerie royale du Canada

C.I. (Chris) Blandford
Constable
Forensic Traffic Collision Reconstructionist
RSV 2010 Coordinator
Division Traffic Services

Constable
Analyse de collision

Canada

FTCR
Notebook
#3

148?

2005-02-25

807 Red A Call Flory 201 AD/Visits

THAT THE EAST ST PAUL POLICE
 REQUIRE A COLLISION ANALYST
 AT THE SCENE OF A 3 VEH,
 SERIOUS INJURY, POSSIBLY
 FATAL COLLISION ON VEH #59
 NR THE WEIGHT SCALES. APPROX
 ON VEHICLE WAS TOLK (J) HALL

I ADVISED JOE THAT I WOULD
 ATTEND I WAS GIVEN THE
 PHONE # TO THE ESP POLICE
 I CALL AND THE SAME
 INFORMATION WAS PASSED ON
 IT WAS CONFIRMED THAT
 THIS WAS A FATAL COLLISION.
 I ADVISED THAT I WOULD
 BE ATTENDING. ETA - 45 MIN

0834 AFTER GETTING CHANGE +
 GATHERING EQUIPMENT, I
 DEPARTED HQ FOR THE
 SCENE.

0703 ARRIVED @ THE SCENE. THIS
 COLLISION OCCURRED WITHIN
 THE INTERSECTION (NORTH)
 OF VEH #59 - VEH #101 IN THE
 RT OF ESP.

THE SCENE WAS SECURED
 BY MEMBERS OF HEADQUARTERS
 TRAFFIC SERVICES + THE ESP
 POLICE

ALL OF THE COLLISION EVIDENCE WAS CONFIRMED TO THE SP5 CASES. THE ONLY EXCEPTION WAS THAT THE PICKUP INVOLVED. I THIS EVENT CASE TO REST IN THE MIDDLE

INITIALLY I SPoke TO C5
 NEW CLARITY OF THE EST
 POLICE. HE EXPLAINED
 THAT THEIR ~~PRELIMINARY~~
 FINDINGS HAVE DEVELOPED
 THAT THE GREEN HYUNDAI &
 THE YELLOW CHEVY STRUT
 WERE STOPPED @ A RED
 LIGHT. THE YELLOW STRUT
 WAS DIRECTLY BEHIND THE
 HYUNDAI. WITNESSES WITNESSED
 THAT THE PICKUP RAN INTO
 THE REAR OF THE STRUT &
 DROVE INTO THE HYUNDAI.
 WITNESSES ADDED THAT THE
 PICKUP APPEARED TO BE
 TRAVELLING THE SPEED
 LIMIT (80 KPH). IT DID NOT
 SLOW DOWN BEFORE COLLISION
 WITH STRUT.

I THEN EXPLAINED TO
 C5 CLARITY HOW I WOULD
 CONDUCT THE SCENE
 INVESTIGATION.

BELOW MY INITIAL ASSESS-

1/2 of the scene. I
 considered the survey of
 the evidence by walking
 into the scene from south
 to north.

- 2 traffic lights. 1
 situated on the median
 facing north. The other
 was a cantilever style
 hanging above the S/B
 lanes. All lights were
 found to be properly.

- 2 clearly post "STOP
 LINE" signs were
 situated on the north
 side of the intersection
 there was one situated
 on the west - east sides
 of the roads.

The collision evidence
 began with a length of
 scale - scratched metal
 scale on the left lane
 of the S/B lanes on the
 north side of the intersection
 I noted, embedded within
 a car seat A. JONES, the
 metal scale were chips of
 yellow paint. The other
 vital trace of the metal scale
 was 1000's...

NORTH → SOUTH. I. IMMEDIATELY
 FOLLOWER SOUTH OF THESE
 METAL SCALPS WERE 2 MORE
 GROUPS OF SIMILAR METAL
 SCALPS. WITHIN 2 METERS OF
 THE LAST GROUP OF METAL
 SCALPS, WERE CHIPS OF
 GREEN PAINT.

ALL VEHICLE REMAINS INVOLVED
 IN THE CRASH, CAME TO
 REST ON THE SOUTH SIDE
 OF THE INTERSECTION. BEHIND
 ON THE NORTH SIDE OF THE
 INTERSECTION AND STRAIGHT
 THROUGH THE INTERSECTION
 WERE SEVERAL PIECES OF
 DEBRIS CONSISTING MOSTLY
 OF BROKEN VEHICLE PARTS.
 AMONG THE VARIOUS PIECES OF
 DEBRIS, AS CHASIS POINTED
 OUT A PIECE OF A DASHBOARD

VEHICLE 1 - Chevy Sprint
 CAME TO REST IN THE
 MIDSOLE OF THE S/B LANES
 FACING EAST. THIS CAR
 SUSTAINED EXTREMELY
 SEVERE CONTACT DAMAGE
 TO THE ENTIRE BACK END.
 LIGHT TO MODERATE BUMP
 DAMAGE WAS SUSTAINED BY
 THE FRONT END. WITHIN THE
 CONTACT DAMAGE AT THE

Flour and I noted 5 tears
of glass pan

V1 was reportedly occupied
by one of the driver. The
person died of injuries
sustained in the crash. The
door had to be opened
by emergency personnel. It
was reported that V1 was
occupied by the driver.
The person was reported
that the roof of this
considerable length of the
car in the crash.

Vehicle #2 - Green Hyundai
Accent.

After the collision, this
car was redirected towards
the S/W. As it was
proceeding towards the
west side of the road
it was rotating counter-
clockwise. Prior to leaving
the highway, it left a
side scuff 17 1/2 yards
the snow covered shoulder
to rest with its
driver's floor panel
immediately next to the
hood of the Cadillac
style tractor unit.

SECONDARY ENGAGEMENT,
CONTACT DAMAGE TO THE
DILL'S FRONT FENDER

THE MOST SIGNIFICANT CONTACT
DAMAGE WAS SUSTAINED BY
THE REAR HATCH DOOR AND
THE TOP EDGE OF THE REAR
BUMP. I NOTED SMALL
PIECE OF YELLOW PLASTIC.
THE DILL'S SEAT WAS IN A
POORLY RECUDED POSITION.
THIS CAR CAME TO REST FACE
SOUTH.

VEHICLE #3 - DODGE DART
PICKUP.

AFTER THE COLLISION, THIS
VEHICLE CONTINUED TOWARDS
THE SOUTH BY LANE TOWARDS
THE MEDIAN.

THE MEDIAN HAD APPROXIMATELY
FOOT OF SNOW BUILT UP
ON IT. THIS SNOW HAD A THIN
LAYER OF ICE ON IT.

FROM THE LIGHTS AND TO THE
MEDIAN, V3 LEFT TWO
SKID MARKS ON THE SNOW
COVERED ROAD SURFACE. THIS
MARKS WERE LEFT BY 100%
THE DILL'S SIDE WHEELS.

AND 1 FOLKS LEFT BY THE PAS
SIDE WERE OBSERVED BY
POST COLLISION, 10 FEET OF
VEHICLES TALK THE SCENE.

THE DRIVERS S. OF THE 1 FOLKS
CANT. DIE TOWARD THE
SOFT AND TOP OF THE
SNOW FOR APPROX 375 FT
BEFORE THEY BEG. TO
MOVE BACK TOWARD THE
SOFT AND LOW LINES. APPROX
10 FEET TOWARD THE SOFT
THE 1 FOLKS RETURN TO
THE ROAD BUT VERY ALTHOUGH
THE RIN BACK TOWARD THE
S/E AND BACK ON TO THE
MEDIAN. THEY ARE TRACK
DIRECTLY TO THE WHEELS OF
V3.

V3 SUSTAINED MODERATELY
SEVERE CONTACT DAMAGE TO
RS END OF FRONT END.
YELLOW PAINT NOTED WITH DAMAGE.
NONE OF THESE VEHICLES
WERE OCCUPIED.

WHEN I FIRST ARRIVED AT
THE SCENE THE ROAD WAS
DRY + CALM.

1006 BEGAN PHOTOGRAPHY OF THE
SCENE WITH 35MM.

Photographing
 I Photographed the
 scene along south to
 Great North. 140

AFTER PHOTOGRAPHING THE
 SCENE, I THEN BEGAN
 TO IDENTIFY - I TALK THE
 COLLISION EVIDENCE THAT
 WOULD BE CATERED BY
 TOTAL STATION SURVEY.

1130 COMPLETED A SKETCH OF
 THE SCENE - TALKED THE
 COLLISION EVIDENCE TO
 BE MEASURED 144

1234 BEGAN SURVEY OF COLLISION
 SCENE WITH TOTAL STA
 EQUIPMENT. PRIOR TO
 COMMENCING I INSTRUCTED
 CS GLADY OF HIS DUTIES
 AS FOLLOWS.

- I TAKE SURE THE TRISY IS
 FACING THE TOTAL STA.
- ENSURE THE TRISY IS
 LEVEL BY USING THE
 ATTACHED JARRED LEVEL.

1341 CS GLADY SWITCH POSITIONS
 WITH CHIEF BALEYA. 150
 CS GLADY PASS AND
 TOOK RESPONSIBILITIES.
 OBSERVED CHIEF BALEYA

PROCEEDING LEADING TO THE CRASH.

1404 COLLECTED THE SKIDWAY OF THE COLLISION SCENE.

THE WHEELS LOCATED ON THE EXHAUSTION AND REFUELED OF TAIL LIGHTS FLOW VI.

THE GLASS BULBS OF THE SIGNAL BRAKE/TAIL/BACKUP LAMP AND THE DRIS SIDE OF THE VEHICLE WERE SEIZED. PHOTOGRAPHED.

1445 SEIZED ALL THREE LIGHT BULBS FLOW VI. THE TAIL/TALE CLEARANCE LIGHT WAS SEIZED AS WELL.

THE PASSENGER'S SIDE TAIL/ BRAKE LIGHT BULB WAS INTACT. THE SIGNAL LIGHT BULB WAS DESTROYED. ALL THAT REMAINED WAS THE SOCKET BASE + FLAINTED SUPPORTS. PHOTOGRAPHED.

1508 SEIZED THE BRAKE/TALE LIGHT BULBS.

THE BACKUP LIGHT BULB ALTHOUGH INTACT WAS NOT SEIZED

1513 ✓2 EXAMINED. DAMAGE
MEASUREMENTS WERE
OBTAINED.

S/B WAS EXAMINED. THIS
VEHICLE WAS REPORTEDLY
OCCUPIED BY THE DR
only.

1830

1531 - ✓3 - EXAMINED. DAMAGE
MEASUREMENTS OBTAINED.
S/B EXAMINED. OCCUPIED
BY ONLY THE DR.

1908

1607 ✓ DEPARTED SCENE.

1639 ARRIVED @ HQ.

1709 LOCK LIGHT EXHIBITS
IN A LOCK BOX, D. 14
PERMANENT LOCKER.

COMPLETED NOTES.

1815 CR OFF DUTY

159?

2005.02.28.

- 0830 Began file work on
Case 2005-0805. 1121
- 0842 DEPARTED HQ. 1 1135
- 0837 RETURNED TO COLLISION SITE
OF 5 THE NORTH INTERSECTION
OF GRV #59-101 - Case 2005-0805

OBTAINED A VIDEO OF THE TRAFFIC LIGHT SEQUENCE FOR S/B TRAFFIC AND PH#59. THIS INCLUDED THE ADVANCE WALKING LIGHT.

LIGHT TIMINGS.

ADVANCE WALKING LIGHTS ON → YELLOW LIGHT ON: 11⁰ SEC.

YELLOW LIGHTS ON TO RED LIGHTS ON: 4⁰ SEC.

RED S/B PH#59 + LEFT TURN FLOW PH#59 N TO PH# 101 W: 2 SECS.

CONDUCTED DRAG SLED TESTING OF VARIOUS SURFACES RUBBER AND SNOW COVERED ASPHALT.

ICE AND METAL.

DRY, BARE ASPHALT.

1121 CR

1133 MP. SALVAGE TO OBTAIN CRUSH PROFILES OF V1 + V2.

BEGAN WITH V2.

17

WIK
WIK
WIK

1216 SEIZED + PHOTOGRAPHED THE
BLAKE LOGS Hwy 12.

1341

1250 C.U. off.

1330 D.L. Hook's Lawson Confound
TO O.S.A.D. 1 YEARLY
Hwy 13.

1421

CONTACT DUNYAE TO THE
FLOW OF THE TRUCK WAS
FROM APPROXIMATELY THE
SAFE DISTANCE TO THE REAL
Buffer

1337 C.R.

1447 Ha.

0800

1623 L.A.P. EXHIBITS SEIZED
Hwy 12 PLACED IN A LOCK
BOX WITH A PERSONAL
LOCKER.

1000

1634 C.U.

0450 HQ.

0535 DFR HQ FOR SITE OF 2005-
0803

070

101

0608 AT INTERSECTION.

130

VEHICLE COUNT BETWEEN
0630 - 0730 HRS.

1317

0630 COMPLETED COUNT

0700 COUNT = 501

0730 FINAL COUNT :: 1165

0732 CR.

0836 DFR HQ FOR AIR SERVICE
WITH CST ANDRE CHARIER OF
WIS.

0855 AIR SERVICES HANGAR.

→ Pilot.

FLY TO SITE OF 2005-
0803.

I DIRECTED CST CHARIER
TO USE PHOTOS I KEPT.

0933 RETURNED TO AIRPORT
30-YRS FLYING WIFE.

1428

1451

APR 2000

0955 Cur. Housed

1018 Bmt @ HQ.

1300 Cur. HQ

1317 DITTOOK FOR EXAMINATION
(1/400000) OF TBL: DAX/65
13

- Brian T. P. ...

- MICHAEL WALCHAK
- RICHARD HYKAWAY

BOTH REAR BRAKE CYLINDERS
LEAKING. TANK AND BRAKE
SHOES ALL DRY. ACCORDING
TO HYKAWAY, THIS WOULD
NOT HAVE AFFECTED THE
BRAKING CAPABILITIES OF THE
VEH.

L/R AXLE SEAL LEAKING.

FRONT BRAKE CABLE BLENDED

PHOTOS & SIGNED.

1428 Cur.

1454 HQ.

07

07

07

14c

14

16c

2005.03.18

0558 DP, Res for site
of 2005-09CN3 - N
INTERSECTION of 59-101.

16c

0627 Arrive @ site.

0630 Began survey of traffic
Pass. 26 through five intersections
(S/B on 59 + W/B on 101) and

10c

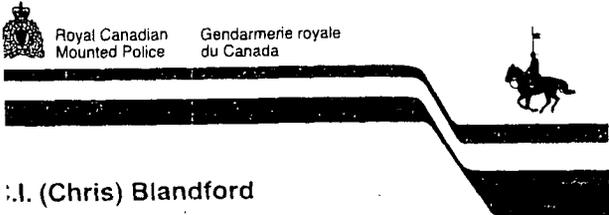
TITING OF RED LIGHT LEGENT.

0700 511 VEHICLES.

0730 1199 VEHICLES

THE LEGENT OF THE RED LIGHT WAS DEPENDANT ON THE AMOUNT OF N/S TRAFFIC AND P.I.#59 LIED UP TO TOWN LEFT ON TO P.I.#101 W/S.

0733 C.R.



S.I. (Chris) Blandford

Constable
Forensic Traffic Collision Reconstructionist
SV 2010 Coordinator
Division Traffic Services

Constable
Analyste de collision

Canada

TRC
Notebook #4
CB

1510 RETOURED A LIGHT EXHIBITS
FROM LOCKER BOX 10 PERSONAL
LOCKER - TRC CASE 2005-0808

UNDER 177 DIRECTION C5 AND 6
CHARTER TOOK SEVERAL PHOTOGRAPHS
OF THE LIGHT EXHIBITS.

ORDER OF COLLECTION:

- 1618
- 1578^e CUR
- 1521^e ALL LIGHT EXHIBITS BOX 10
- 1621 TAKE LOCK BOX 10 PERSONAL
LOCKER.

Box
of

50

RE

2005.07.20

Year

1059 RETURNED L.A.P. EXHIBITS
FOR CASE 2005.0805 A67
LOCKER.

1316 RETURNED L.A.P. EXHIBITS

2005.07.01

183

1347 1/2 W. 4 NALAN LABON OF
 DOT EGG. DEER. JO. DEAR.
 HE SUBMITTED THE W. 4 VEH
 MOVEMENT COUNTS FOR THE
 NORTH INTERSECTION OF
 W. 4 # 59 - 101. CASE 2005.0803.

1421 CR.

2
 R