

031031-1143

101

STATE OF NEVADA  
TRAFFIC ACCIDENT REPORT

L-2003-010022-I

OCCURRED ON: (Highway No. or Street Name)

US 95/Rainbow Interchange Ramp #1 Beat LA 10 Urban

Agency Name and File No.:

☒ City  
Las Vegas

STREET CODE:

1 ☐ At intersection with2 ☒ or: 109 feet north of US 95 (mpm US95 Clark 81)

STREET CODE:

No. 1 DRIVER: ☒ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 EXPLAIN "OTHER":No. - DRIVER: ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 EXPLAIN "OTHER":

Insurance Issued By: No.: Date: From To 301

Insurance Issued By: No.: Date: From To 301

Fleet Insured

Address, City, State and Zip Code:

Address, City, State and Zip Code:

Name: (Last, First, Middle)

302 DOB 303

Name: (Last, First, Middle)

302 DOB 303

Street Address, City, State and Zip Code

Street Address, City, State and Zip Code

State / Drivers License No.:

305 Social Security No.:

306 Sex:

307

State / Drivers License No.:

305 Social Security No.:

306 Sex:

307

State: 401 License No.: 402 Year and Make: 403 Traveling: 407

NV 01 Pier ☒ N ☐ S ☐ E ☐ W

Color: 404 Vehicle Identification Number: 405 Type: 406 on:

Red 4P1CT02S51A001246 FT Ramp #1

State: 401 License No.: 402 Year and Make: 403 Traveling: 407

Color: 404 Vehicle Identification Number: 405 Type: 406 on:

Owners Name:

City of Las Vegas

Owners Name:

Owners Address:

500 N. Casino Center Las Vegas, NV 89101

Owners Address:

Trailing Unit(s):

None

Trailing Unit(s):

DATE TIME OF ACCIDENT: 601

Date 10/31/03  
(Mo.) (Day) (Yr.)

Day of Week Fri

Time (24 HR.) 2337

SHEET 1 of 602

Total No.

Vehicles

Occupants

Pedestrians

Injured

Killed

SEVERITY:

1 ☐ Fatal2 ☒ Injury3 ☐ Property damage

CONDITION OF SURFACE:

1 ☒ Dry2 ☐ Wet3 ☐ Snowy-icy4 ☐ Unknown5 ☐ Other

WEATHER:

1 ☐ Clear2 ☐ Cloudy3 ☐ Raining4 ☐ Snowing5 ☒ Other

Partly Cloudy

603 UNUSUAL ROAD COND.

1 ☐ Holes/deep ruts2 ☐ Loose material on road3 ☐ Obstruction in road4 ☐ Construction/repair zone5 ☐ Reduced road width6 ☐ Flooded7 ☐ Other (explain)8 ☒ No unusual conditions

606 COLLISION TYPE:

1 ☐ Head on2 ☐ Rear end3 ☐ Sideswipe-meeting4 ☐ Sideswipe-overtaking5 ☐ Angle6 ☐ Backed into7 ☒ All others8 ☐ Non-collision

Property damage other than vehicles: (Describe)

Approximately 100 feet of guardrail &amp; wooden posts

Owner Name and Address:

Nevada Department of Transportation 123 E. Washington Las Vegas, NV 89101

DRIVERS ONLY:

01 ☒ 2 ☐ Going straight02 ☐ 3 ☐ Turning right03 ☐ 4 ☐ Turning left04 ☐ 5 ☐ Making U-turn05 ☐ 6 ☐ Backing06 ☐ 7 ☐ Stopped07 ☐ 8 ☐ Parked08 ☐ 9 ☐ Entering park position09 ☐ 10 ☐ Leaving park position10 ☐ 11 ☐ Entering alley or driveway11 ☐ 12 ☐ Leaving alley or driveway12 ☐ 13 ☐ Passing other vehicles13 ☐ 14 ☐ Changing lanes14 ☐ 15 ☐ Other turning movements15 ☐ 16 ☐ Crossed into opposite lane16 ☐ 17 ☐ Traveling wrong way17 ☐ 18 ☐ Driverless-moving vehicle18 ☐ 19 ☐ Racing19 ☐ 20 ☐ Other20 ☐ Unknown

CONTRIBUTING FACTORS:

01 ☐ 2 ☐ Excessive speed02 ☒ 3 ☐ Speed too fast for conditions03 ☐ 4 ☐ Failed to yield right of way04 ☐ 5 ☐ Drove left of center05 ☐ 6 ☐ Disregard control device06 ☐ 7 ☐ Improper overtaking07 ☐ 8 ☐ Followed too closely08 ☐ 9 ☐ Made improper turn09 ☐ 10 ☐ Driver inattention10 ☐ 11 ☐ Had been drinking11 ☐ 12 ☐ Other improper driving12 ☐ 13 ☐ Pedestrian error (explain)13 ☐ 14 ☐ Mechanical defect (explain)14 ☐ 15 ☐ Road defect (explain)15 ☐ 16 ☐ Other-not involving driver error

EXPLAIN "OTHER":

702

Describe what happened:

See continuation report.

Photographs/Diagram/Statements: Yes  
Extraction: No

Violation Charged:

Name

Name

Investigated by:

J. Reimer

HP 5 - Page 1 of 2 (Rev. 08-04)

Charge(s) Referred to City of Las Vegas Attorney

Citation/Booking No.:

704

Charge(s)

705 I.D. No.

#386

706 Date:

10/31/03

707 Reviewed By:

J. Reimer

Citation/Booking No.:

708 Investigation is complete:

☒ Yes ☐ No

709

## DRIVERS OR PEDESTRIANS:

01 ☒ Apparently normal 06 ☐ H.B.D.-Not under influence  
 02 ☐ Apparently asleep 07 ☐ H.B.D.-Impairment unknown  
 03 ☐ Fatigued 08 ☐ Drugs-Under influence  
 04 ☐ Physical impairment 09 ☐ Drugs-Impairment unknown  
 05 ☐ H.B.D.- Under influence 10 ☐ Condition unknown

## 801 TESTS ADMINISTERED TO DRIVER/PEDESTRIAN

No.	Type	Administered at:	Results
1			
-			

## VISION OBSCURED BY:

01 ☐ Structure (explain) 05 ☐ Lack of/improper mirror 09 ☐ Sun glare  
 02 ☐ Embankment 06 ☐ Rain, snow, ice on windshield 10 ☐ Headlights  
 03 ☐ Hillcrest/curve 07 ☐ Other windshield obscurements 11 ☐ Vehicle design (explain)  
 04 ☐ Bushes/trees 08 ☐ Vehicle load/occupants 12 ☐ Other parked/moving vehicles  
 13 ☐ Other (explain)  
 14 ☐ Vision not obscured  
 15 ☐ Unknown if obscured

No.: 1 Seat belts: 804 Installed ☐ Ejected: 805 ☐ Injury: 806 Class B Site 5  
 Yes Yes ☐ Yes ☒ No

No.: Position: Name: (Last, First, Initial) 807 Address: (Last, First, Initial) 808 809 810 Seat Belts: 811  
 Yes Yes ☐ Yes ☐ No Class Site

INJURY/OCCUPANT

ROAD

01 ☒ Asphalt 815 TRAFFIC CONTROL (Check one or more)  
 02 ☐ Concrete  
 03 ☐ Oiled  
 04 ☐ Dirt/Gravel  
 05 ☐ Other

Traveled Portion	1	24 ft.
Paved shoulder	2	14 ft.
Total	3	38 ft.
Storage/Turn lane	4	12 ft.
Median width	5	10 ft.

01 ☐ Centerline 06 ☐ Stop sign  
 02 ☐ Marked lanes 07 ☐ Yield sign  
 03 ☐ Speed zone 08 ☐ No passing  
 04 ☐ Signal light 09 ☐ Warning sign  
 05 ☐ Flashing signal 10 ☐ Other (explain)  
 11 ☐ Functioning 13 ☐ Not functioning  
 12 ☐ Obscured 14 ☐ No control

816 SPEED (Vehicles only) 817

	No. 1	No. -
Posted speed limit	1	60
Speed (Investigators estimate)	2	46+
Distance traveled after impact	3	25'

## VEHICLE DAMAGED AREAS:

01 ☒ Front 06 ☐ Rear  
 02 ☐ Right front 07 ☐ Right rear  
 03 ☐ Left front 08 ☐ Left rear  
 04 ☐ Right side 09 ☐ Top or underside  
 05 ☐ Left side 10 ☐ No damage

## 818 VEHICLES REMOVED:

No. 1 To: 3140 E. Bonanza LV, NV 89101  
 By: Ewing Bros. Towing  
 No. - To:  
 By:

## 819 INJURED/FATALITIES TRANSPORTED:

To: University Medical Center  
 By: Las Vegas Fire & Rescue  
 To:  
 By:

## POLICE NOTIFIED:

Date 10/31/03  
 (Mo.) (Day) (Yr.)  
 Time 2338  
 Arrived scene 2348  
 Elapsed time 10 Min

821 MOTORCYCLE ONLY  
HELMET USED:

	Yes	No
Number		
Number		
Number		

## 822 WITNESSES: (Other Than Vehicle Occupant)

Name:  
 Address:  
 Name:  
 Address:

## ADDITIONAL INFORMATION/DETAILS:

Box #816, #9 - One 25 mph advisory sign & a second advisory sign advising 25 mph and the possibility of trucks overturning if that speed is exceeded.

Box #823- Witnesses

NEVADA HIGHWAY PATROL  
ACCIDENT SUPPLEMENT  
DIAGRAM

**L-2003-010022-I**

ACCIDENT / DR. NO.



TROOPER

**D. Reimer, #386 / D. Solow, #310**

(Measurements taken by - same)

Date/Time

**11 / 01 / 03 , 0200** Hours

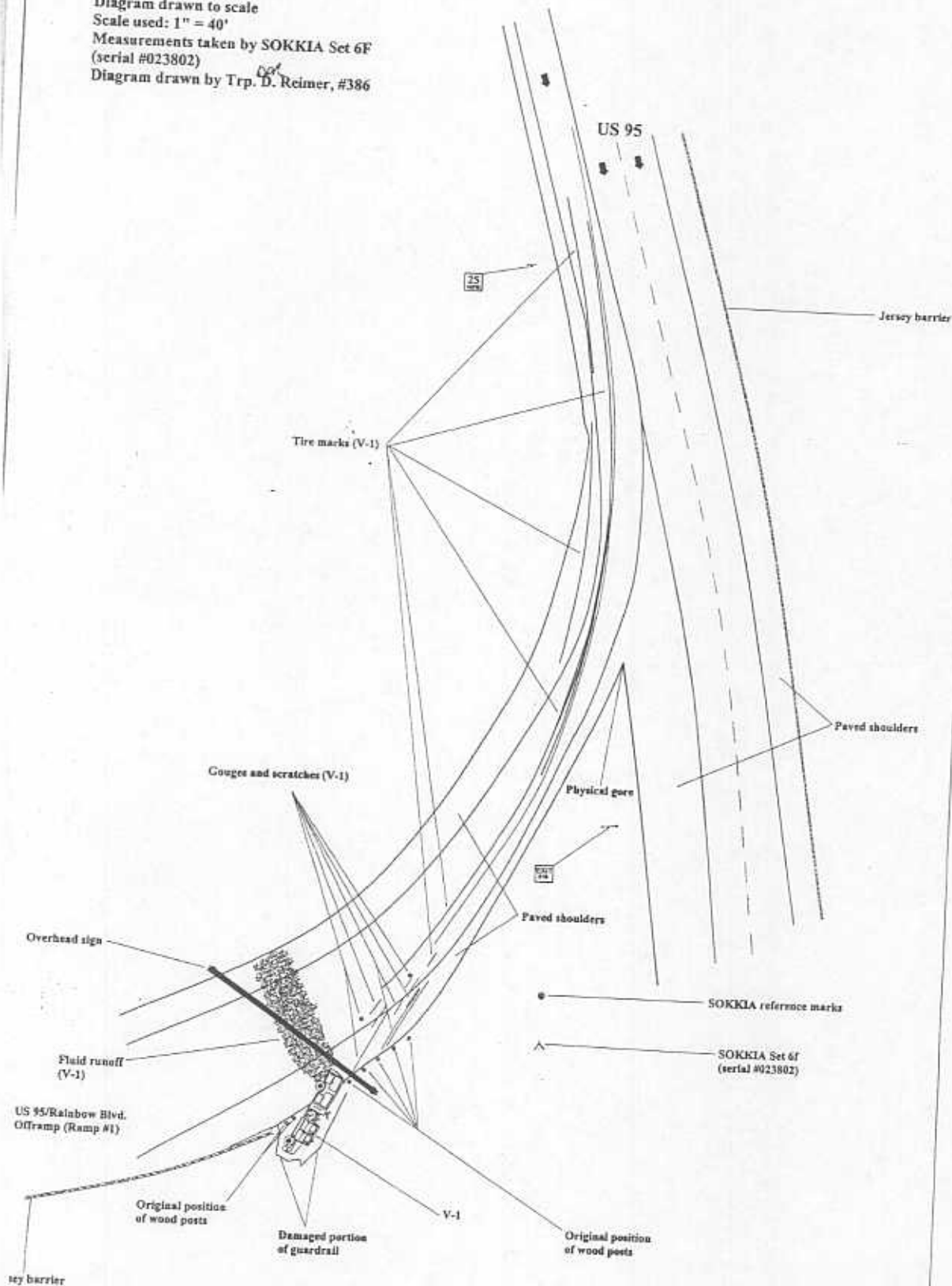
0 20' 40'

Diagram drawn to scale

Scale used: 1" = 40'

Measurements taken by SOKKIA Set 6F  
(serial #023802)

Diagram drawn by Trp. D. Reimer, #386



# NEVADA HIGHWAY PATROL

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

## SUPPORTING FACTS:

### DISPATCH AND ARRIVAL

On Friday, October 31<sup>st</sup>, 2003, at 2338 hours, Nevada Highway Patrol (NHP) dispatch was advised, by telephone, of a vehicle crash on United States Highway 95 (US 95), at the northbound (n/b) off ramp for Rainbow Blvd. NHP dispatch notified Trooper (Trp.) J. Johansson, #547 at 2339 hours. Trp. Johansson arrived on scene at 2348 hours. Sergeant (Sgt) G. Roehm, #207 was advised at 2341 hours and arrived on scene at 2349 hours. Lieutenant (Lt.) S. Harney, #085 arrived on scene at 0002 hours (11/01/03) and requested the NHP Crash Investigation Detail (CID) at 0020 hours. Sgt T. Jackson, #272 (CID Supervisor) notified Trp. D. Solow, #310 and I at our respective residences and requested us to respond. I arrived on scene at 0103 hours. Trp. Solow arrived on scene at 0107 hours.

### WEATHER

<u>Reading date:</u>	10/31/03.....10/31/03
<u>Reading time:</u>	2256 hours.....2356 hours
<u>Skies:</u>	Partly cloudy.....Partly Cloudy
<u>Visibility:</u>	10 miles.....10 miles
<u>Temperature:</u>	52 degrees Fahrenheit.....52 degrees Fahrenheit
<u>Barometer:</u>	29.87 inches.....29.87 inches
<u>Wind Velocity:</u>	Variable @ 3 mph.....South @ 9 mph
<u>Humidity:</u>	39%.....38%
<u>Sunset:</u>	1646 hours (10/31/03)
<u>Sunrise:</u>	0603 hours (11/01/03)

The weather information was obtained from the National Weather Service Reading Station located at McCarran International Airport, which is approximately eight miles southeast of the collision scene. The weather conditions obtained appeared to be similar to those at the collision scene.

ARRESTING/REPORTING OFFICER:

**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

*[Signature]* 272



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**NEVADA  
HIGHWAY PATROL**

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**ROADWAY**

United States Highway 95 (US 95), in the area of the crash, was a controlled access, north/south highway constructed of asphalt. Although US 95 is designated as a north/south highway, it runs east/west prior to area of the crash, and then curves northward in the area of the crash. There were two n/b travel lanes, and one n/b exit lane that became the n/b off-ramp to Rainbow Boulevard. Prior to the off-ramp, the west paved shoulder was approximately nine feet in width and was separated from the travel lanes by a reflective, painted, yellow, solid line. The #1 n/b travel lane was approximately twelve feet in width and was separated from the #2 n/b travel lane by a reflective, painted, white, broken line. The #2 n/b travel lane was approximately eleven feet in width and was separated from the n/b exit lane by a reflective, painted, white, solid line. The n/b exit lane was approximately eleven feet in width and was separated from the east paved shoulder by a reflective, painted, white, solid line. The east paved shoulder was approximately four feet in width and was bordered on the east by an improved dirt shoulder.

At the point where the off-ramp separates from the n/b travel lanes, or physical gore area, the west paved shoulder was approximately ten feet in width and was separated from the travel lanes by a reflective, painted, yellow, solid line. The #1 travel lane was approximately twelve feet in width and was separated from the #2 travel lane by a reflective, painted, white, broken line. The #2 travel lane was approximately twelve feet in width and was separated from the east paved shoulder by a reflective, painted, white, solid line. The east paved shoulder, at the physical gore area, was approximately twenty-seven feet in width and separated from the exit lane by a reflective, painted, yellow, solid line. The exit lane was approximately eleven feet in width and was separated from the east paved shoulder by a reflective, painted, white, solid line. The east paved shoulder was approximately twelve feet in width and was bordered on the east by an improved desert area.

US 95, north of the off-ramp, has two n/b travel lanes and paved shoulders on each side. The west paved shoulder was approximately nine feet in width and was separated from the travel lanes by a reflective, painted, yellow, solid line. The #1 travel lane was approximately fourteen feet in width and was separated from the #2 travel lane by a reflective, painted, white, broken line. The #2 travel lane was approximately twelve feet in width and was separated from the east paved shoulder by a reflective, painted, white, solid line. The east paved shoulder was approximately nineteen feet in width and was bordered on the east by an improved dirt shoulder. All lines were clearly marked and visible.

**TRAFFIC CONTROL / SPECIAL HIGHWAY CONDITIONS / VISUAL OBSTRUCTIONS**

The posted speed limit on US 95, in the area of the crash, was 60 miles per hour (mph) for northbound traffic. South of the n/b Rainbow Blvd. off ramp, there was an advisory sign, advising 25 mph on the off ramp. South of the 25 mph advisory sign, there was another advisory sign advising 25 mph, and the possibility of trucks overturning if that speed is exceeded. There were no special highway conditions or visual obstructions observed at the scene.

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**LIGHTING**

This collision occurred during nighttime hours. There were light poles located at the intersection of the n/b Rainbow Blvd. off ramp / Rainbow Blvd., which was approximately 250' east of the crash scene. There was one high mast lighting pole located in the desert area, east of crash scene. There were no other lights in the area except ambient lighting which may have been present from passing vehicles.

**SCENE**

**Note:** Upon my arrival to the scene, there were numerous firefighters walking around the crash scene and exit lane. All of the involved vehicle occupants had already been transported from the scene by other Las Vegas Fire and Rescue crews that had arrived immediately after the crash. There were also several Las Vegas Fire and Rescue vehicles parked on the exit lane and around the general area of the scene. For practical reasons, I will only describe vehicles that were visible along the path of the involved vehicle and had a role in the investigation or scene cleanup.

As I approached from the scene from the south, I saw orange construction cones that began near the right shoulder and continued n/b, angling across the exit lane to the solid white line separating the #2 n/b travel lane from the exit lane. This cone pattern followed along the solid white line throughout the entire crash scene, keeping vehicles from traveling in the exit lane. North of the beginning of this cone pattern, I saw a Nevada Department of Transportation (NDOT) "cushion" truck parked in the exit lane with its flashing yellow lights activated. North of this, I saw an NHP patrol vehicle parked in the exit lane with its emergency lights activated. North of this, I saw a tire mark, that began near the left edge of the exit lane, that continued in a northerly direction. North of this and parallel to this mark, I saw another tire mark that began on the right side of the exit lane, which began to curve toward the right or east. These two tire marks ran parallel to each other continuing in a northerly direction for a short distance before the second tire mark ended. As I continued north, I saw three additional tire marks on the exit lane, that arced in a northeasterly direction along with the original tire mark. At this point, the exit lane was separated from the n/b lanes and became the n/b Rainbow Blvd off ramp. Northeast of this point, two tire marks continued arcing in a northeasterly direction, ending near the left side of the off ramp. North of these tire marks, there were several gouges and scratches on the left side of the off ramp lane and left paved shoulder. The gouges and scratches continued in a northeasterly direction for a short distance before stopping. West of these gouges and scratches, on the left (west) dirt shoulder, there were five impressions where wooden posts had been attached to a steel guardrail. One gouge in particular, continued in a northeasterly direction and ended at the rear of a red Las Vegas Fire and Rescue fire engine (Engine #6), hereinafter referred to as V-1. V-1 was laying on its left side partially on the west paved shoulder and partially on the west dirt shoulder, facing northeast. There was a steel guardrail wrapped around the fire engine. East of V-1, there were several Las Vegas Fire and Rescue vehicles parked on the off ramp, facing V-1. Next to these vehicles, there were vehicles belonging to a company, H2O environmental, which was called to clean up the scene.

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HIGHWAY PATROL**

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**ROADWAY MARKS / DESCRIPTION OF EVIDENCE**

Refer to NHP form 7, Accident Supplement Diagram.

**PHOTOGRAPHS**

Scene photographs were taken by Trp. Solow with a division issued Minolta Weathermatic Dual 35, 35mm camera. Trp. Solow used two rolls of 400 ISO Kodak Max, 24 exposure color film. Additional scene photographs were taken by Trp. White with a division issued Pentax IQ Zoom 105WR 35mm camera. Trp. White used one roll of 400 ISO Kodak Max, 24 exposure film. Trp. White took several supplemental photographs using a division issued Sony Cybershot DSC P-71 digital camera. I also took several supplemental photographs using a division issued Sony Cybershot DSC P-51 digital camera. I recorded the scene on videotape using a division issued Sony DCR-TRV38 digital video camera recording on a Sony digital video cassette.

**MEASUREMENTS**

Trp. Solow and I took measurements using a SOKKIA Set 6F (serial # 023802) and an SDR 33 data recorder. A division issued cloth tape was used during the reference measurement protocol.

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*[Signature]* 2272

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**NEVADA  
HIGHWAY PATROL**

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**VEHICLE DAMAGE INSPECTION**

**Vehicle 1 (V-1)**

V-1 was a red, 2001, Pierce Fire Engine, bearing Nevada registration **EX 40547** (Vehicle Identification Number **4P1CT02S51A001246**). V-1 was registered to the **City of Las Vegas** at 500 N. Casino Center in Las Vegas, NV 89101 and was assigned to Las Vegas Fire and Rescue as unit #1486. Sgt J. Smith, #169 and Commercial Vehicle Safety Inspector (CVSI) F. Heimbach, #9158, conducted an initial vehicle inspection at the scene on 11/01/03. On 11/04/03, Trp. Cunag and I completed the vehicle inspection at the City of Las Vegas maintenance yard, at 3140 E. Bonanza in Las Vegas, NV 89101.

This vehicle was weighed by Ewing Bros. Towing following the collision. V-1 was put on Ewing Bros. trailer number 7A, which was towed by tractor number 7. The scale used was a J-scale-guaranteed weight, located at Morton's Flying J at 1000 E. Cheyenne Ave. in N. Las Vegas, NV 89030. The first weight was with V-1 loaded onto trailer #7A, for a combined gross weight of 88,040 pounds (ticket #18755). The second weight was without V-1 on trailer #7A, for a combined gross weight of 46,340 pounds (ticket #18760). **Note:** V-1 was fully loaded with approximately 500 gallons of water and approximately 50 gallons of foam at the time of the crash. The majority, if not all, of the water leaked out after the crash. The gross weight of V-1, without occupants or full water tank, was 41,700 pounds.

On 10/23/02, the Las Vegas Fire and Rescue weighed Engine #1, which is exactly the same type of vehicle as V-1 and carries the same equipment as V-1. Engine #1 was weighed with a full load of water, foam and equipment. The scale used was a Certified Automated Truck (CAT) scale #398, located at Pilot Travel at I-15, exit 48 in N. Las Vegas, NV 89030. The combined gross weight was 47,640 lbs. It is unknown if there were any personnel on board during the weighing.

**Exterior Inspection** (see attached photo page)

Right side damage: The right side was undamaged.

Rear damage: The rear was undamaged.

Left side damage: The body (front cab & rear body) of V-1 was separated from its frame and sat higher on the left side. There were scratches, scrapes and small dents across the entire left side. The fore auxiliary oxygen bottle storage door was detached and missing.

Front damage: The left front was pushed inward and rearward. The left front of the bumper was twisted downward. The left side of the grill was pushed inward. The assembly housing the left emergency strobe lights was pushed inward on its right side. The siren, which is mounted on top of the bumper on the left side, was pushed toward the right.

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Roof damage: The front left corner of the cab's roof was pushed upward and rearward. No other damage was found on the roof.

Undercarriage: The undercarriage was undamaged.

Windows and windshield: The left half of the windshield was broken out and missing. The right half of the windshield had eccentric fractures across its entirety. The left front and left rear door windows were broken out. All other windows were intact.

Lighting (Headlamps, Tail Lamps, Emergency Lamps): The left front headlamp assembly was detached and missing. The left front emergency strobe lighting, located above the left front headlamp, was broken and missing. The emergency strobe light located aft of the left rear door, was broken and missing. The emergency strobe light located above the left rear axle was broken and missing. The tail lamps, rear directional and rear emergency lights were undamaged. The right side emergency lights were undamaged. The left third of the strobe light bar assembly, located on the top of the cab, was broken and missing.

Mirrors: V-1 was not equipped with a rearview mirror. The left side view mirror was crushed inward and the glass was missing. The right side mirror was undamaged.

**Wheels, Tires and Brakes**

The front tires on V-1 were Michelin X Radial XZY M+S regroovable tubeless tires mounted on factory steel wheels. The tire size was 425 / 65R22.5. The Department of Transportation number for the right front tire was A132 2SDX 4700. The Department of Transportation number for the left front tire was not found. These tires had a maximum load rating of 11,400 pounds at a maximum air pressure of 125 pounds per square inch (psi) cold. These tires were constructed with five plies of steel on the tread, and one ply of steel on the sidewall. The tread wear, temperature and traction ratings were not found. The tread depths, air pressure readings and any damage noted to the tires were as follows:

Right front

Inside: 11/32" Middle: 8/32" Outside: 9/32" PSI: 108 psi

There was no damage found on this tire and/or wheel.

Left front

Inside: 10/32" Middle: 9/32" Outside: 9/32" PSI: 115 psi

There were scuffs on the sidewall. There were 3 (of 10) lug nut caps missing.

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The inboard tire on the right rear of V-1 was a Firestone HP 3000 LP- Radial Regroovable Tubeless tire mounted on a factory steel wheel. The tire size was 315 / 80R22.5. No other information was obtained for this tire. The outboard tire on the right rear and both tires on the left rear of V-1 were Michelin X Pilot E XZA1 Tubeless Regroovable Radial tires. The left rear inboard tire was mounted on a factory aluminum wheel. Both outboard tires were mounted on factory steel wheels. The tire size was 315 / 80R22.5. The Department of Transportation number for these tires was not found. These tires had a maximum load rating of 8,270 pounds at a maximum air pressure of 130 psi cold. These tires were constructed with four plies of steel on the tread, and one ply of steel on the sidewall. The tread wear, traction and temperature ratings were not found. The tread depths, air pressure readings and any damage noted to the tires were as follows:

Right rear (inboard)

Inside: 9/32" Middle: 8/32" Outside: 11/32" PSI: 108 pounds

There was no damage found on this tire and/or wheel.

Right rear (outboard)

Inside: 9/32" Middle: 9/32" Outside: 9/32" PSI: 112 pounds

There was no damage found on this tire and/or wheel.

Left rear (inboard)

Inside: 5/32" Middle: 7/32" Outside: 9/32" PSI: 110 pounds

There was no damage was found on this tire and/or wheel.

Left rear (outboard)

Inside: 8/32" Middle: 7/32" Outside: 9/32" PSI: 120 pounds

There were scuffs on the outer sidewall.

The brakes were inspected at the scene by CVSI F. Heimbach and Sgt Smith. The results of their inspection were:

Brake measurements: #1 axle type T30 right- 1/2" left- 1/2"  
#2 axle type T36 right- 1" left- 1 1/8"

Sgt Smith stated in writing that "No violations were noted with this inspection in regards to mechanical problems. The brakes were well adjusted. The brake pads looked almost new. There was no looseness to the steering column. Brake hoses were in good condition along with all wiring observed. The only damage observed to the vehicle, was the damage which occurred during the accident." See attached inspection report.

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**Interior inspection**

The odometer reading was digital and therefore unknown at the time of the crash. This vehicle was equipped with numerous electronics equipment that I was not familiar with, some of which was added on by the City of Las Vegas after delivery from Pierce Manufacturing. There were several different instrument panels with numerous switches on each. Therefore, I was unable to determine what was on or off at the time of the crash.

Seat position: The left front (driver's) seat was a leather bucket seat. The left front seat's position in regards to its range of motion was unknown. The backrest was upright. The right front, and four rear seats were leather bucket seats with a specially designed backrest. The backrest was made with the center portion missing to allow for the storage of an oxygen bottle. This allowed a firefighter to sit and strap the oxygen bottle to his/her back. The oxygen bottle, in its mount, did not secure the firefighter to the seat. There were pads on either side of the backrest opening and two pads on top that make up the headrest. These five seats were in a fixed position and were not adjustable.

Accelerator / Brake Pedals: No damage was noted to the accelerator and brake pedals, however the floorboard was pushed upward and rearward to the pedals, making them immovable.

Transmission: This vehicle was equipped with an automatic transmission, with the gear selector located on the center console area, immediately to the right of the driver. The gear selector position, at the time of the crash, was unknown. The transmission was not inspected; however, there was no evidence to indicate any damage to the transmission prior to the collision.

Steering: No damage was noted to the steering column. The steering wheel was a two spoke steering wheel. The steering wheel was bent upward and towards the left.

Seatbelts / Child Restraints / Air Bags: All seating positions were equipped with manual three-point lap and shoulder restraints. The left front seatbelt was found in the unlatched, extended and locked position. All other seatbelts were found in the retracted and unlocked position. There were no child restraints in this vehicle. This vehicle was not equipped with supplemental driver and front passenger air bags.

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

REPORT IS: Continuation  
TO: Crash

**NEVADA  
HIGHWAY PATROL**

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**DRIVER AND PASSENGERS**

The driver of V-1 was identified to me as [REDACTED]  
[REDACTED] was transported to the University Medical Center (UMC) Trauma Unit in Las Vegas, NV, by Las Vegas Fire & Rescue where he was treated for injuries to his head, face and left arm.

There were three passengers in V-1. The right front passenger was identified as [REDACTED]  
[REDACTED] was transported to UMC Trauma by Las Vegas Fire & Rescue, where he was treated for injuries to his head and neck. The left rear passenger was identified as [REDACTED]  
[REDACTED] was transported to UMC Trauma by Las Vegas Fire & Rescue where he was treated for injuries to his face. The right rear passenger was identified as [REDACTED]  
[REDACTED] was transported to UMC Trauma by Las Vegas Fire & Rescue where he was treated for injuries to his head and back.

ARRESTING/REPORTING OFFICER:

**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:





REPORT IS: Continuation  
TO: Crash

**NEVADA  
HIGHWAY PATROL**

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**INVOLVED PERSONNEL**

Nevada Highway Patrol

Trooper D. Reimer, #386 (Primary investigator)  
Major P. Tilt, #095 (Deputy Chief)  
Lieutenant S. Harney, #085 (Scene commander)  
Sergeant G. Roehm, #207 (Scene supervisor)  
Sergeant J. Smith, #169 (Commercial vehicle inspection supervisor)  
Trooper D. Solow, #310 (Assistant investigator)  
Trooper J. Johansson, #547 (Initial responder / Traffic control)  
Trooper L. Hixson, #452 (Public information officer)  
Trooper J. Hoskins, #195 (Obtain information at UMC)  
Trooper J. Snow, #198 (Assisted in speed analysis measurements)  
Trooper H. Shook, #494 (Traffic control)  
Trooper C. White, #542 (Traffic control)  
Trooper J. Howell, #567 (Traffic control)  
Trooper S. Haggstrom, #582 (Traffic control)  
CVSI F. Heimbach, #158 (Commercial vehicle inspection)

Las Vegas Fire & Rescue

**Battalion Chief #10**

D. Parker (Battalion Chief)  
C. Henrie (Captain Aide)

**Battalion Chief #4**

C. Pulsipher (Battalion Chief)  
B. Brown (Captain Aide)

**Battalion Chief (Support Services)**

M. Spurling (Deputy Chief)  
B. Donoho (Crisis Intervention Administrator)

ARRESTING/REPORTING OFFICER:

**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

**NEVADA  
HIGHWAY PATROL**

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**Engine #2**

M. Fleischmann (Captain)  
B. Claessens (Engineer)  
W. Grass (Paramedic)  
S. Carney (Firefighter)

**Rescue #2**

F. Perez (Paramedic)  
C. Racine (Paramedic)  
D. Wilder (Firefighter)  
S. Choe (Firefighter)

**Rescue #6 (First on scene)**

D. Smith (Paramedic)  
R. Tashjian (Firefighter)

**Truck #6 (First on scene)**

J. McAllister (Captain)  
B. Gray (Captain)  
J. Wood (Engineer)  
R. Graham (Firefighter)  
J. Halverson (Firefighter)

**Engine #42**

B. McGinty (Captain)  
T. Thomas (Engineer)  
B. Alexis (Paramedic)  
R. Flood (Firefighter)

**Rescue #44**

R. Diamond (Paramedic)  
C. Raban (Firefighter)

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

**NEVADA  
HIGHWAY PATROL**

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**Engine #44**

C. Rizzo (Captain)  
A. Hurtado (Captain)  
M. Davis (Engineer)  
D. Osborn Jr. (Paramedic)  
J. Thom (Firefighter)

**Heavy Rescue #44**

G. French (Captain)  
R. Perry (Engineer)  
J. Flowers (Firefighter)  
I. Pearson (Firefighter)  
J. Kelley (Firefighter)

Other Involved Personnel

Ewing Bros Towing  
H2O Environmental  
Nevada Department of Transportation (NDOT)

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:



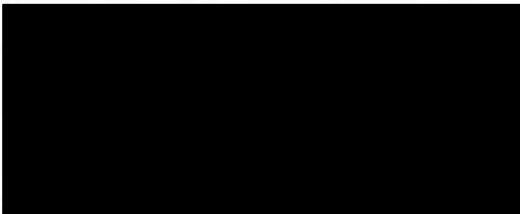
REPORT IS: Continuation  
TO: Crash

**NEVADA  
HIGHWAY PATROL**

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**STATEMENTS**

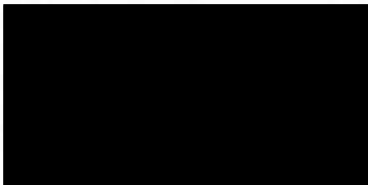
It should be noted that the following statements were transcribed without corrections to grammar and/or spelling so as to not change the content or meaning of the statement.



[REDACTED] was a witness to this crash and provided a written statement at the scene. He stated "I WAS DRIVING SOUTH BOUND ON U.S. 95 APPROACHING THE RAINBOW CURVE. I SAW A FIRE ENGINE DRIVING NORTH ON U.S. 95 TAKING THE RAINBOW BLVD EXIT. THE ENGINE HAD RED AND BLUE LIGHTS ACTIVATED. I WAS TOO FAR AWAY TO KNOW IF SIREN WAS ON. I THEN SAW THE FIRE ENGINE TIP ONTO ITS LEFT SIDE WITH A LARGE CLOUD OF SMOKE COMING UP. I THEN WENT TO NEXT EXIT, JONES AND TURNED AROUND. I THEN RETURNED TO RAINBOW EXIT WHERE LAS VEGAS FIRE DEPARTMENT FIRE ENGINE 6 WAS ON ITS LEFT SIDE."



[REDACTED] was a witness to this crash and provided a written statement at the scene. He stated "ON 10 31 03 AT APPROXIMATELY 2339 HRS I OBSERVED ENGINE 6 RUNNING CODE 3 NB US 95 AT RAINBOW CURVE. FROM MY OBSERVATIONS NB TRAFFIC WAS FAILING TO YIELD TO ENGINE 6 WHILE RUNNING CODE 3. IT ALSO APPEARED THAT ENGINE 6 WAS APPROACHING THE CURVE AT A HIGH RATE OF SPEED."



[REDACTED] was the Engineer on Las Vegas Fire & Rescue Truck #6 and arrived at the scene shortly afterward. He stated "WHILE RESPONDING TO A CALL AT SILVERSTREAM T6 CAME UPON E6 ON ITS SIDE ON THE RAINBOW OFFRAMP."

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

A handwritten signature in black ink, appearing to be "D. Reimer", with the number "272" written below it.



NEVADA  
HIGHWAY PATROL

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

[REDACTED]

[REDACTED] was a witness to this crash and provided a written statement at the scene. She stated "I was driving 95 N and was about 50-75 ft. behind the fire truck. It turned on its emergency lights and proceeded to exit at Rainbow. As the truck was exiting it was traveling at a high speed. It began to go on to 2 wheels and f lipped."

[REDACTED]

[REDACTED] was a witness to this crash and provided a written statement at the scene. He stated "Sitting at turn signal to enter US 95 North Bound, Glanced left to see Firetruck attempt to make turn of the Highway and the truck went up on on side and crash through guard rail."

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

NEVADA  
HIGHWAY PATROL

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

BACKGROUND INVESTIGATION

On 11/11/03, I contacted three of V-1's four occupants by telephone. I first contacted [REDACTED] who told me that he was in the right rear seating position when this crash occurred. He said he was not wearing his seatbelt and was standing up, adjusting his gear when the crash happened. I asked him if he would tell me who else was in V-1. He said [REDACTED] was the driver, [REDACTED] was sitting in the right front seat, and [REDACTED] was sitting in the left rear position. I asked if anyone was wearing a seatbelt. He said the driver was wearing a seatbelt and nobody else was.

I then contacted Firefighter [REDACTED] who told me that he was in the left rear seating position when this crash occurred. He said he was not wearing his seatbelt at the time of the crash. He said he didn't know if anyone else was wearing a seatbelt. I asked him who was also in V-1 at the time of the crash. He said [REDACTED] was driving, [REDACTED] was in the right front seat and [REDACTED] was in the right rear seat.

I then talked to Engineer [REDACTED] who told me that he was the driver of V-1 when this crash took place. He said he was wearing his seatbelt and didn't know if anyone else in the vehicle was wearing a seatbelt. I asked him if he knew how fast he was driving when the crash occurred. He said he didn't know exactly. He did say that the vehicle was in "Drive" when they began to exit. He said he then manually downshifted two positions into "3rd" as V-1 entered the curve. He told me that he had been an engineer for eleven months (since 12/02) and had been an engineer at station #6 for ten months.

On 11/14/03, I contacted [REDACTED] and asked him some additional questions regarding his actions during the day prior to the crash. He told me that he began his shift on 10/31/03 at approximately 0730 hours. As part of his routine when initiating a shift, he inspected his vehicle (Engine #6) using a standardized checklist. He said he finished his inspection between 0815 and 0830 hours. He said he took a nap for approximately one hour sometime during the day when he sat down to watch television. He said he was getting ready to go to bed when the fire response call came at approximately 2330 hours.

OTHER NECESSARY INFORMATION

I inquired, and received a driver's history for D-1. [REDACTED]  
[REDACTED] D-1 had not been subject to any previous driver's license withdrawals or attended any court appointed schools. D-1 had been involved in two traffic collisions. One on 03/27/93 at the location of Cheyenne & Rancho, and the other on 06/05/90 at the location of Rancho & Meade. It was unknown if D-1 was determined to be the at-fault driver in these two crashes.

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
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DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

REPORT IS: Continuation  
TO: Crash

# NEVADA HIGHWAY PATROL

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

## SPEED ANALYSIS

In order to calculate V-1's speed, I had to gather various measurements regarding V-1's dimensions and weights. On 11/26/03, Sgt Smith and Trp. J. Snow, #198 assisted me with obtaining the needed measurements. We used Las Vegas Fire and Rescue Engine #1 (unit #1475), which carries the same equipment as V-1, and is the same make and model as V-1. This inspection was done at the Las Vegas City Yard, located at 3140 E. Bonanza in Las Vegas, NV 89101. The equipment used to obtain measurements were a 35' steel measuring tape and a pair of Haenni Static WL 101 portable vehicle weight scales.

The instructions to get this information was obtained from Northwestern University's Traffic Accident Manual (volume 2), topic #872. I also referred to an international publication entitled, Accident Reconstruction Journal (volume 10, no. 1 {p.10 & 60}). The following formula's were used:

### 1) Radius of a curve

$$\frac{C^2}{8mo} + \frac{mo}{2}$$

### 2) Lateral friction

$$f = T/2h$$

### 3) Critical speed to rollover

$$S = \sqrt{15(R)(f)}$$

Where:

$W$  - total weight\* (47,250 lbs)

$T$  - outside tire sidewall width\* (99 inches)

$C$  - chord<sup>a</sup> (217 feet)

$S$  - speed (greater than 46.4 mph)

$f$  - lateral friction (.90 - .62)

$R$  - radius<sup>a</sup> (231.5 feet)

$mo$  - middle ordinate<sup>a</sup> (27 feet)

$h$  - height of C.G. (55" - 80")

\* - indicates this measurement was found using tape measure or weight scale on 11/26/03.

<sup>a</sup> - indicates this measurement was found using scene diagram (NHP form 7).

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
**#386**

DATE AND TIME REPORT PREPARED:  
**11/13/03**

APPROVED BY:



# NEVADA HIGHWAY PATROL

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

In order to find the radius of the curve of V-1's path of travel, I needed to find the "chord" and "middle ordinate". To do this, I had to measure a portion of V-1's tire marks, in a straight line, from one end to the other to come up with the "chord". I did this by measuring a portion of V-1's tire marks, on a scale diagram of a computer version of the NHP form 7. The length of the chord was 217 feet. To find the middle ordinate, I measured the distance from the center of the chord to the center of V-1's tire marks. The length of the middle ordinate was 27 feet. Replacing the variables with the values given above, I determined the radius ( $R$ ) of ramp #1, in the area where V-1 traveled, to be 231.5 feet.

Next, I needed to calculate the lateral friction of V-1, which is the side to side friction between the road surface and a vehicle's tires. To do this, I needed to know the vertical height of V-1's center of gravity (C.G.). For this, I used a letter from Mr. Roger Lackore, who is the Director of Research & Development at Peirce Manufacturing, Ind. The letter was dated 11/07/03, and was sent to Chief Michael Spurling of Las Vegas Fire & Rescue. A copy of this letter was sent to me by Chief Spurling and stated: "The vertical center of gravity for this truck based on comparing the configuration to a similar apparatus of known C.G. is 65 inches above the roadway. This estimate is for the complete apparatus including the snozzle device and a full water tank. It does not include personnel, miscellaneous equipment, ground ladders or hose." This C.G. was determined without the amount of equipment that was on V-1 during the crash. The equipment on V-1 during the crash was loaded above the unladen C.G., therefore raising the actual C.G.. To account for this, I conducted calculations using a range of C.G. from 65 inches to 80 inches from the ground, in 5 inch increments. Using the results of the previous formula's, I calculated the critical speed to roll over. This equation represents the minimum speed required for V-1 to roll. Replacing the variables with the values given below, I determined the minimum speed ( $S$ ) needed for V-1 to roll over, on US95 / Rainbow Blvd. ramp #1, was at least 46.4 mph.

<u>C.G.</u>	<u>Lateral friction</u>	<u>Critical Speed to Rollover</u>
65"	.76	51.37 mph
70"	.71	49.65 mph
75"	.66	47.87 mph
80"	.62	46.40 mph

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:





**NEVADA  
HIGHWAY PATROL**

REPORT IS: Continuation  
TO: Crash

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

**SUMMARY**

On 10/31/03 at approximately 2337 hours, V-1, a red 2001 Pierce Fire Engine, being driven by John T. Delucchi (D-1), was traveling northbound on US 95 while responding to a call, with emergency lights activated. V-1 exited onto the US 95 / Rainbow Blvd. off ramp (Interchange Ramp #1), which has a tight curve to the right. V-1, traveling too fast for the curve, fell over onto its left side. V-1 then skidded, on its left side, into a steel guardrail located on the left side of the off ramp. V-1 came to rest on its left side, partially on the west paved shoulder of the off ramp, and partially on the west dirt shoulder of the off ramp.

**RECOMMENDATIONS**

The results of this investigation will be turned over to the Las Vegas City Attorney's office.

ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

REPORT IS: Continuation  
TO: Crash

# NEVADA HIGHWAY PATROL

ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

V-1

Right side



Left side



ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

*[Signature]*  
272

REPORT IS: Continuation  
TO: Crash

NEVADA  
HIGHWAY PATROL

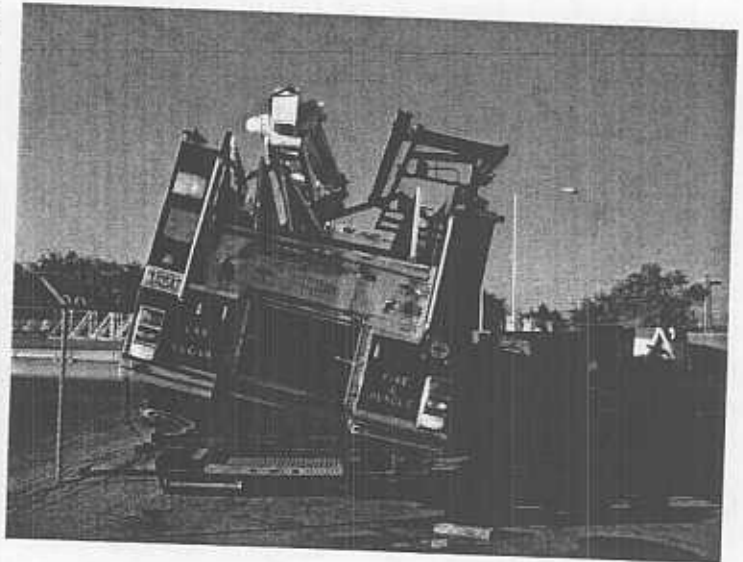
ACCIDENT NUMBER: L-2003-010022-I  
CITATION NUMBER: None  
OTHER NUMBER: 031031-1143

V-1

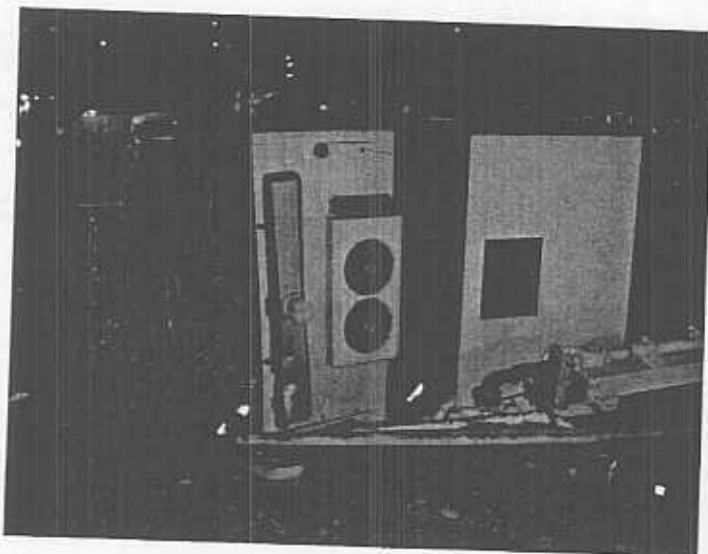
Front



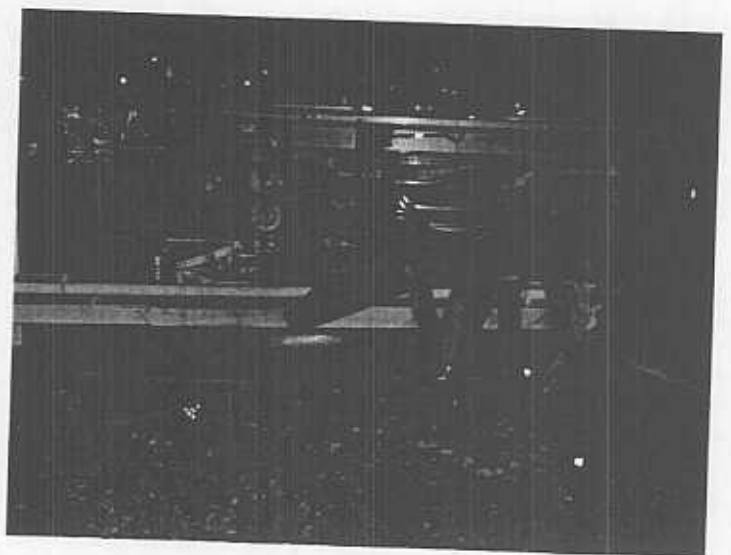
Rear



Top (front)



Top (rear)



ARRESTING/REPORTING OFFICER:  
**Trooper D. Reimer**

I.D. NO.:  
#386

DATE AND TIME REPORT PREPARED:  
11/13/03

APPROVED BY:

*[Signature]*  
272

## INFORMAL STATEMENT BY:

- ☐ Driver      ☐ Officer From  
☐ Passenger      Other Department  
☐ Witness      ☐ Other

NEVADA  
HIGHWAY PATROLACCIDENT  
NUMBER:CITATION  
NUMBER:OTHER  
NUMBER:

DATE:

10-31-2003

TIME:

2340 ☐ AM ☒ PM

FULL NAME

CITY:

LV

STATE:

NV

ZIP CODE:

STATE:

NV

SOCIAL SECURITY NUMBER

DRIVER'S LICENSE

VEHICLE LICENSE NUMBER:

STATE:

YEAR AND MAKE OF VEHICLE:

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

I WAS DRIVING SOUTH BOUND ON U.S. 95 APPROACHING THE RAINBOW CURVE. I SAW A FIRE ENGINE DRIVING NORTH ON U.S. 95 TAKING THE RAINBOW BLVD EXIT.

THE ENGINE HAD RED AND BLUE LIGHTS ACTIVATED. I WAS TOO FAR AWAY TO KNOW IF SIREN WAS ON.

I THEN SAW THE FIRE ENGINE TIP ONTO ITS LEFT SIDE WITH A LARGE CLOUD OF SMOKE COMING UP.

I THEN WENT TO NEXT EXIT, JONES AND TURNED AROUND. I THEN RETURNED TO RAINBOW EXIT WHERE LAS VEGAS FIRE DEPARTMENT FIRE ENGINE 6 WAS ON ITS LEFT SIDE.

SIGNATURE OF PERSON WRITING STATEMENT:

*L. Smith* 4988 LVMPD

## INFORMAL STATEMENT BY:

- ☐ Driver ☒ Officer From  
☐ Passenger Other Department  
☐ Witness ☐ Other LVMPD

NEVADA  
HIGHWAY PATROLACCIDENT  
NUMBER:CITATION  
NUMBER:OTHER  
NUMBER:

DATE:

103103

TIME:

2338

☐ AM ☒ PM

FULL NAME:

RESIDENCE ADDRESS:

SOCIAL SECURITY NUMBER:

DRIVER'S LICENSE NUMBER:

STATE:

VEHICLE LICENSE NUMBER:

STATE:

YEAR AND MAKE OF VEHICLE:

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

ON 103103 AT APPROXIMATELY 2339 HRS I OBSERVED  
ENGINE 6 RUNNING CODE 3 NB US 95 AT RAINBOW  
CURVE. FROM MY OBSERVATIONS NB TRAFFIC WAS FAILING TO  
YIELD TO ENGINE 6 WHILE RUNNING CODE 3. IT ALSO APPEARED  
THAT ENGINE 6 WAS APPROACHING THE CURVE AT A HIGH  
RATE OF SPEED.

SIGNATURE OF PERSON WRITING STATEMENT:

*[Signature]* J. MARTEL LVMPD



INFORMAL STATEMENT BY:

- ☐ Driver      ☐ Officer From  
☐ Passenger      Other Department  
☐ Witness      ☐ Other

NEVADA  
HIGHWAY PATROL

ACCIDENT  
NUMBER:

CITATION  
NUMBER:

OTHER  
NUMBER:

DATE:

10/31/63

TIME:

2845

☐ AM ☐ PM

FU

RESIDENCE ADDRESS:

SOCIAL SECURITY NUMBER:

DRIVER'S LICENSE NUMBER:

STATE:

TELEPHONE:

VEHICLE LICENSE NUMBER:

STATE:

YEAR AND MAKE OF VEHICLE:

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

WHILE RESPONDING TO A CALL AT ~~THE~~  
 SILVERSTREAM TB CAME UPON E6  
 ON ITS SIDE ON THE RAINBOW OFFRAMP

SIGNATURE OF PERSON WRITING STATEMENT:

## INFORMAL STATEMENT BY:

- ☐ Driver ☐ Officer From  
☐ Passenger ☐ Other Department  
☒ Witness ☐ Other

NEVADA  
HIGHWAY PATROLACCIDENT  
NUMBER:CITATION  
NUMBER:OTHER  
NUMBER:

DATE:

11/11/03

TIME:

12:30 AM ☐ PM

FULL NAME

STATE:

ZIP CODE

DRIVER'S LICENSE

STATE:

NV

VEHICLE LICENSE NUMBER:

STATE:

NV

YEAR AND MAKE OF VEHICLE

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

I was driving 95 N and was about 50-75ft behind the fire truck. It turned on its emergency lights and proceeded to exit at Rainbow. As the truck was exiting it was traveling at a high speed. It began to go on to 2 wheels and flipped.

SIGNATURE OF PERSON



## INFORMAL STATEMENT BY:

- ☐ Driver ☐ Officer From  
☐ Passenger ☐ Other Department  
☐ Witness ☐ Other

NEVADA  
HIGHWAY PATROLACCIDENT  
NUMBER:CITATION  
NUMBER:OTHER  
NUMBER:

DATE: 10/15/03

TIME: 12:00 ☐ AM ☐ PM

FULL NAME:

SCOTT BRITZ

RESIDENCE ADDRESS:

[REDACTED]

CITY:

[REDACTED]

STATE:

NV

ZIP CODE:

[REDACTED]

SOCIAL SECURITY NUMBER:

[REDACTED]

DRIVER'S LICENSE NUMBER:

[REDACTED]

STATE:

NV

VEHICLE LICENSE NUMBER:

[REDACTED]

STATE:

NV

YEAR AND MAKE OF VEHICLE:

2000 MUSTANG GT

MY OBSERVATION OR INVOLVEMENT IN THIS MATTER WAS AS FOLLOWS:

Sitting at turn signal to enter US 95  
North Bound, Glanced left to see  
Fire truck attempt to make turn of the  
Highway and the truck went up on  
on side and crash through guard rail.

SIGNATURE OF PERSON WRITING STATEMENT:

[REDACTED]

Refer:

Accident No. L2003-010032-I

Citation No. \_\_\_\_\_

Other (specify) 031101-1143

## NEVADA HIGHWAY PATROL

## VEHICLE REPORT

Dr. No. \_\_\_\_\_

Date 01NOV03Impounded ☐ Stored ☒ Recovered ☐Approved by [Signature]

Description of vehicle

RED

Color

01

Year

PEIR

Make

TR

Model

EX40547

Lic. No.

NV/EX

State and Year

Vehicle identification number 4P1CT02551A001246Speedometer reading DIGITAL (LNR)

Legal owner

Name

Address

Registered owner LAS VEGAS FIRE & RESCUE 500 N. CASINO CENTER LAS VEGAS, NV 89101

Name

Address

Has legal owner been notified of action taken?

NHP Form 33 completed? \_\_\_\_\_

Has registered owner been notified of action taken?

YES

NHP Form 33 completed? NO

If stolen or embezzled, has reporting agency been advised of recovery?

Circumstances surrounding impound, recovery and storage: DRIVER DELUCCHI, JOHN (DOB) 12-02-58  
LOST CONTROL OF THE ABOVE LISTED VEHICLE NEAR 4595 & RAINBOW.  
VEH. INVOLVED IN A PERSONAL INJURY ACCIDENT (ROLLOVER).Vehicle towed by GLORIA ADB.Date 01NOV03 Time 0900Vehicle towed from 4595 & RAINBOWVehicle stored or impounded at 1800 N 'A' ST. LV. NV 89030Release conditions HOLD FOR NHP COMMERCIAL INSPECTION

## VEHICLE INVENTORY

	Yes	No		Yes	No		Condition
Cushion (front)	<input checked="" type="checkbox"/>		Spotlight(s)	<input checked="" type="checkbox"/>		L.F. tire	
Cushion (rear)	<input checked="" type="checkbox"/>		Foglight(s)	<input checked="" type="checkbox"/>		R.F. tire	
Rear view mirror	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Bumper (front)	<input checked="" type="checkbox"/>		L.R. tire	<u>DAMAGED IN CRASH</u>
Side view mirror	<input checked="" type="checkbox"/>		Bumper (rear)	<input checked="" type="checkbox"/>		R.R. tire	
Cigar lighter	<input checked="" type="checkbox"/>		Motor	<input checked="" type="checkbox"/>		Spare tire	
Radio	<input checked="" type="checkbox"/>		Battery	<input checked="" type="checkbox"/>		Wheels	
Clock	<input checked="" type="checkbox"/>		Air conditioner	<input checked="" type="checkbox"/>		Fenders	
Heater	<input checked="" type="checkbox"/>		Hub caps	<input checked="" type="checkbox"/>		Body, hood	
Keys	<input checked="" type="checkbox"/>		Fender pants	<input checked="" type="checkbox"/>		Top	
Registration	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Transmission	<input checked="" type="checkbox"/>		Grill	
Windshield wiper	<input checked="" type="checkbox"/>		Jack	<input checked="" type="checkbox"/>		Upholstery	<u>DAMAGED IN CRASH</u>

List property, tools, other items: (Complete NHP Form 35 if estimated value exceeds \$100.)

MISC. PAPERS, FIRE HOSES, HELMETS, LADDER, ASSORTED FIRE FIGHTING EQUIPMENT.

TPR

Signature of officer ordering vehicle stored

Signature of garage principal or agent storing vehicle