MISSOURI STATE HIGHWAY PATROL
MISSOURI UNIFORM CRASH REPORT
TECHNICAL SUPPLEMENT

CRASH DATE	SUPP RPT DATE	TRP / DIST / PCT	COUNTY	REPORT / CASE / INCIDENT NUMBER
[redacted]	[redacted]4	A	Clay	[redacted]

SUPPLEMENT REPORTING OFFICER	DSN / BADGE	SUPPLEMENT REVIEWING OFFICER	DSN / BADGE
Cpl. G. D. Ward	1189	Sgt. H. A. Sears	1200

Section I - Synopsis

On Friday, [redacted] at 1000 hours, I was notified of a fatality motor vehicle crash which had occurred in Clay County and necessitated a technical crash investigation per General Order. Trooper B. R. Sanson initiated the crash investigation and submitted the original crash report, indicating that it occurred on the [redacted] at approximately 0640 hours on southbound Interstate 35 [redacted] involving two vehicles and one fatality.

[redacted]

Section II - Environmental Factors

The crash occurred on the southbound lanes of Interstate 35, classified as part of the federal interstate highway system and designated a north-south route, which in the area consists of two separate concrete surface roadways, one in each direction, separated by a grass median. The southbound roadway where the crash occurred measures approximately 24 feet in width and is divided into two lanes of nearly equal width by white paint line segments aligned near the roadway centerline. The passing lane

is bordered on the outside by a continuous yellow paint line and a concrete shoulder measuring about 9 feet in width, and median cables. The driving lane is bordered on the outside by a continuous white paint line, a concrete shoulder measuring approximately 10 feet in width and grass terrain beyond.

In the area of the crash, the southbound motorists are presented with a virtually level roadway as they approach a right hand curve. The curve has a radius of about 4163 feet.

The crash occurred during the early morning hours approximately 54 minutes before official sunrise under clear skies on a dry roadway with no atmospheric conditions present which would adversely affect driver visibility.

Interstate 35 is maintained by the Missouri Department of Transportation, 105 W. Capital Avenue, Jefferson City, Missouri, and has a posted speed limit of 70 miles per hour.

Global positioning coordinates for the crash location as reported by Trooper Sanson on the original report are [redacted]

Section III - Mechanical Factors

I examined Vehicle #1 at Wilde Auto and Recovery in Kansas City, Missouri, where it had been removed from the scene.

Vehicle #1 was equipped with integrated lap and shoulder belt restraints for the seat position occupied at the time of the crash. It was also equipped with front seat air bags which had not deployed. Driver #1's seat belt extended, latched and retracted when checked for operability.

Vehicle #1 exhibited damage to the right rear fender, right front door skin, right front fender, right front bumper cover and right front headlight assembly. An inspection of the headlight bulbs revealed tungsten deposits on the filament which indicates the headlights were activated at the time of the crash. The Vehicle #1 odometer displayed 150,262 miles at the time of the inspection.

Vehicle #2 exhibited rollover damage and extensive roof damage from a collision with the ground. The left, driver's side, door displayed extensive damage from a collision with the guardrail with the damage intruding into the space occupied by Driver #2.

Vehicle #2 was equipped with integrated lap and shoulder belt restraints for the seat positions occupied at the time of the crash. Driver #2 and Passenger #1 seat belts were locked in their fully

retracted position. The pretensioners had fired, locking the seat belts in the position where they were at the time of the crash. The Driver #2 and Passenger #1 seat belt buckles were located on the floorboard stuck between the front row seats. The buckles latched and unlatched when checked for operability. The Vehicle #2 odometer displayed 69,427 miles at the time of the inspection.

Section IV - Human Factors

[redacted]

Two independent witnesses to the collision were identified and their statements are listed on Trooper Sanson's original crash report.

Section V - Scene Investigation

On [redacted], I examined the crash scene and also charted the scene using assigned electronic mapping instruments.

The evidence at the crash scene indicated Vehicle #1 was traveling southbound on Interstate 35 partially in the left, passing, lane and partially in the right, driving, lane when it struck the left side of southbound Vehicle #2 in the driving lane. Vehicle #2 rotated clockwise, slid in a southwest direction, traveled of the right side of the driving lane, across the southbound shoulder, struck a guardrail end, overturned, struck the ground and came to rest facing north. Vehicle #1 remained partially in the driving and passing lane after impact and came to a controlled stop on the southbound shoulder.

Section VI - Findings

Using computer generated graphics of the crash scene, along with evidence observed at the scene and damage to the vehicles, determinations were reached concerning the crash situation, also depicted in the attached scale diagram.

Tire mark evidence observed on the roadway indicates Vehicle #1 was facing south when it entered the driving lane, occupied by southbound Vehicle #2, and struck Vehicle #2. Vehicle #2 was facing west when it struck the guardrail end and facing northwest when it began to overturn.

Evidence at the scene along with computer graphic analysis, indicates Vehicle #2 overturned one full revolution and came to rest on its wheels in a north facing.

Vehicle #1 and Vehicle #2 were not equipped with supported ECM modules and could not be imaged.

Section VII - Event Analysis

According to determination reached in this report, this crash occurred when Driver #1 failed to maintain the Vehicle #1 path of travel within the southbound passing lane. Vehicle #1 entered the driving lane as it was overtaking Vehicle #2 and struck the left side of Vehicle #2. Vehicle #2 rotated clockwise after the impact, slid off the right side of the roadway, struck a guardrail end, overturned and ultimately killed Driver #2.

That Driver #1 did survive the collision is attributable to her use of her seat belt restraints and her relative distance from the harshest of the direct collision engagement events.

That Driver #2 did not survive the collision is attributable to his close proximity to the harshest of direct collision engagements and the intrusion of the Vehicle #2 left door and guardrail into the space he occupied, considered in tandem with his lack of use of the seat belt restraint for his seat position.

That Passenger #1 did survive the collision is attributable to his relative distance from the harshest of the direct collision engagement events.

Section VII - Attachments

1. Photo log
2. Scale Diagram
3. Expert AutoStats Manufacture specifications for 1987 Ford Bronco II
4. Expert AutoStats Manufacture specifications for 2008 Mercury Mariner
5. Weather Data for Mosby, Missouri on [redacted]

Photo Log

Digital images DSCN0058 through DSCN0088 were taken by Sergeant B. A. Kumpf at the crash scene.

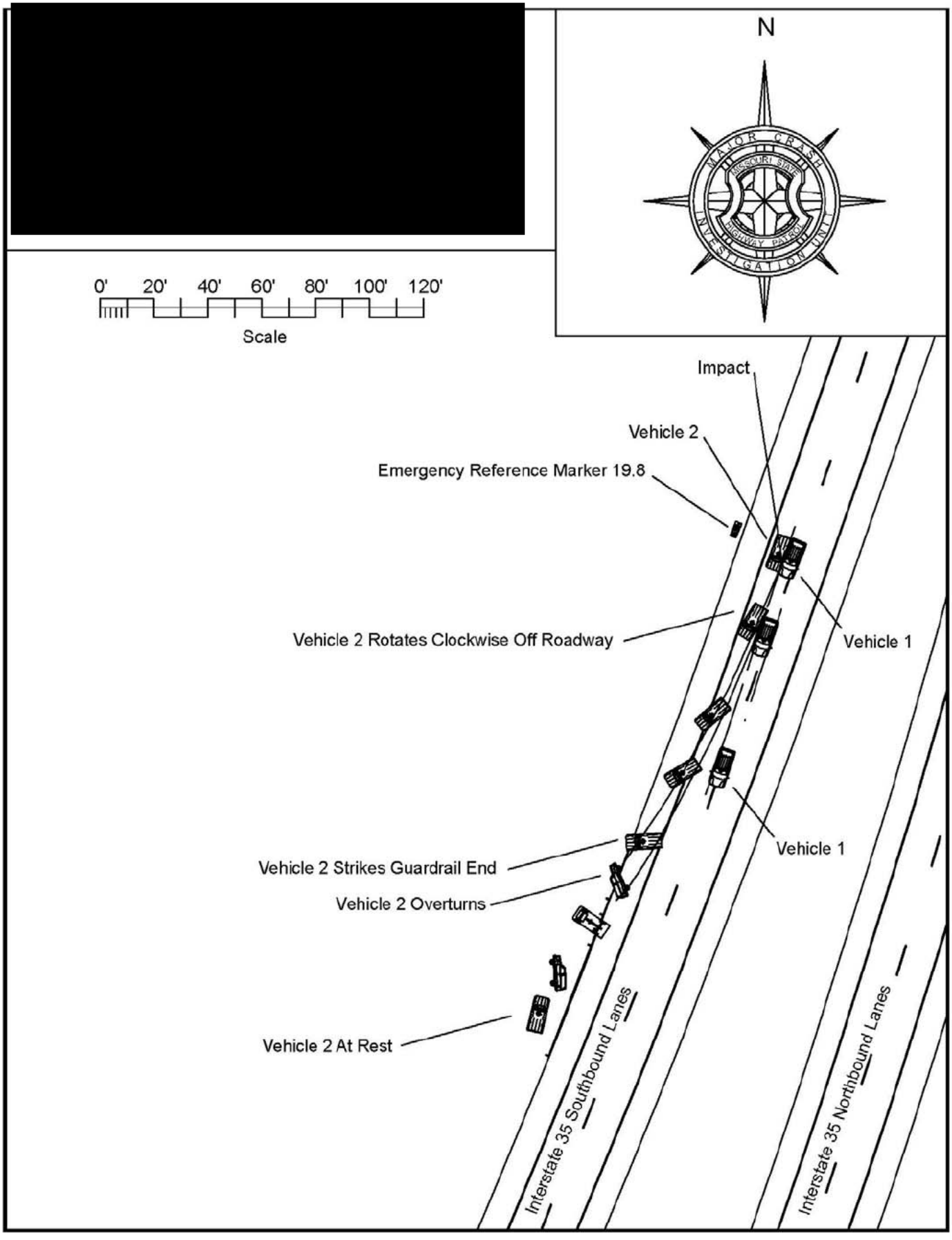
58. View of Vehicle #2 at rest, looking south.
59. View of impact area and tire marks, looking south.
60. Progressive view from previous view.
61. Progressive view from previous view. Note: Vehicle #1 final rest location just ahead of emergency lights which are visible in the background.
62. View of damaged guardrail and Vehicle #2 at rest, looking south.
63. Progressive view from previous view.
64. Progressive view from previous view.
65. View of Vehicle #2 from front.
66. View of Vehicle #2 from right front.
67. View of Vehicle #2 from right.
68. View of Vehicle #2 from right rear.
69. View of Vehicle #2 from rear.
70. View of Vehicle #2 from left rear.
71. View of Vehicle #2 from left.
72. View of Vehicle #2 from left. Note: Driver #2 door was pushed inward as a result of impact with guardrail.
73. View of Vehicle #2 from left front.
74. View of Vehicle #2 left rear fender area and damaged paint.
75. View of Vehicle #2 left rear fender area and damaged paint.
76. View of Vehicle #2 from left. Note: Driver #2 door was pushed inward as a result of impact with guardrail.
77. View of damaged guardrail and tire marks, looking north.
78. Progressive view from previous view.
79. Progressive view from previous view.
80. Progressive view from previous view.
81. View of Vehicle #1 from left front.
82. View of Vehicle #1 from right front.
83. View of Vehicle #1 from right front.
84. View of Vehicle #1 right front door from right.
85. View of Vehicle #1 right rear fender from right. Note: Damage from impact with Vehicle #2.
86. View of Vehicle #1 right rear fender from right.

87. View of Vehicle #1 right front door from right. Note: Door skin is forced rearward.
88. View of Vehicle #1 from rear.

I took digital images DSC_0001 through DSC_0037 at Wilde Auto and Recovery in Kansas City, Missouri.

1. View of Vehicle #2 driver door from left.
2. View of Driver #2 seat belt and latch.
3. View of Vehicle #2 windshield from left.
4. View of Passenger #1 seat belt and latch.
5. View of Vehicle #2 interior from left. Note: Photograph taken by Trooper Sanson at my request. I am pointing at Driver #2 and Passenger #1 seat belt locations which are visible in next photograph.
6. View of Driver #2 and Passenger #1 seat belt buckles under seats. Note: Photograph taken from location of my hand in previous photograph.
7. View of Vehicle #2 odometer. Note: Odometer indicates 69427.5 miles.
8. View of Vehicle #2 left front headlight bulb.
9. View of Vehicle #2 left front headlight bulb. Note: Filament is stretched indicating the light was on at the time of the crash.
10. View of Vehicle #2 right front headlight bulb.
11. View of Vehicle #2 right front headlight bulb.
12. View of Vehicle #2 right front headlight bulb. Note: Filament is stretched indicating the light was on at the time of the crash.
13. View of Vehicle #2 right rear taillight bulb.
14. View of Vehicle #2 right rear taillight bulb.
15. View of Vehicle #2 left rear taillight bulb.
16. View of Vehicle #2 left rear taillight bulb.
17. View of Vehicle #2 vehicle identification number plate.
18. View of Vehicle #1 from front.
19. View of Vehicle #1 from left front.
20. View of Vehicle #1 from left.
21. View of Vehicle #1 from left rear.
22. View of Vehicle #1 from rear.
23. View of Vehicle #1 from right rear.
24. View of Vehicle #1 from right.
25. View of Vehicle #1 from right front.

26. View of Vehicle #1 vehicle identification number plate.
27. View of Vehicle #1 headlight switch.
28. View of Driver #1 seat belt, latch and buckle.
29. View of Driver #1 seat belt buckle.
30. View of Vehicle #1 right front headlight.
31. View of Vehicle #1 right front headlight. Note: Tungsten deposits on filament indicate light was activated at the time of crash.
32. View of Vehicle #1 left front headlight.
33. View of Vehicle #1 left front headlight. Note: Tungsten deposits on filament indicate light was activated at the time of crash.
34. View of Vehicle #1 left rear taillight bulb.
35. View of Vehicle #1 left rear taillight bulb.
36. View of Vehicle #1 right rear taillight bulb.
37. View of Vehicle #1 right rear taillight bulb.


[redacted]
N
MAJOR CRASH INVESTIGATION UNIT
MISSOURI STATE HIGHWAY PATROL
0' 20' 40' 60' 80' 100' 120'
Scale
Impact
Vehicle 2
Emergency Reference Marker 19.8
Vehicle 2 Rotates Clockwise Off Roadway
Vehicle 1
Vehicle 1
Vehicle 2 Strikes Guardrail End
Vehicle 2 Overturns
Vehicle 2 At Rest
Interstate 35 Southbound Lanes
Interstate 35 Northbound Lanes

Expert AutoStats®

Version 5.3.0

MISSOURI STATE HIGHWAY PATROL - CRASH TEAM 1
HHC P.O. BOX 517
HIGGINSVILLE MO 64037

[redacted]

1987 FORD BRONCO II 2 DOOR 4X4 UTILITY

Curb Weight:	3278 lbs.		1487	kg.
Curb Weight Distribution -	Front: 50 %		Rear: 50	%
Gross Vehicle Weight Rating:	4400 lbs.		1996	kg.
Number of Tires on Vehicle:	4			
Drive Wheels:	4 Wheel Drive			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	158	13.17	4.01
Wheelbase:	94	7.83	2.39
Front Bumper to Front Axle:	28	2.33	0.71
Front Bumper to Front of Front Well:	12	1.00	0.30
Front Bumper to Front of Hood:	2	0.17	0.05
Front Bumper to Base of Windshield:	43	3.58	1.09
Front Bumper to Top of Windshield:	63	5.25	1.60
Rear Bumper to Rear Axle:	36	3.00	0.91
Rear Bumper to Rear of Rear Well:	20	1.67	0.51
Rear Bumper to Rear of Trunk:	3	0.25	0.08
Rear Bumper to Base of Rear Window:	3	0.25	0.08
Width Dimensions			
Maximum Width:	68	5.67	1.73
Front Track:	57	4.75	1.45
Rear Track:	57	4.75	1.45
Vertical Dimensions			
Height:	68	5.67	1.73
Ground to -			
Front Bumper (Top)	21	1.75	0.53
Headlight - center	33	2.75	0.84
Hood - top front:	40	3.33	1.02
Base of Windshield	45	3.75	1.14
Rear Bumper - top:	25	2.08	0.64
Trunk - top rear:			
Base of Rear Window:	48	4.00	1.22

[redacted]

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1987 FORD BRONCO II 2 DOOR 4X4 UTILITY

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	55	4.58	1.40
Front Seat to Headliner	40	3.33	1.02
Front Leg Room - seatback to floor (max)	44	3.67	1.12
Rear Seat Shoulder Width	56	4.67	1.42
Rear Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (min)	35	2.92	0.89

Seatbelts: 3pt front, 2pt rear
Airbags: NO AIRBAGS

Steering Data			
Turning Circle (Diameter)	396	33.00	10.06
Steering Ratio: 17.00:1			
Wheel Radius:	13	1.08	0.33
Tire Size (OEM): 205-75R15			

Acceleration & Braking Information

Brake Type: FRONT DISC - REAR DRUM
ABS System: ABS UNKNOWN

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):
d = 205.0 ft t = 4.7 sec a = -18.8 ft/sec² G-force = -0.59

Acceleration:

0 to 30mph	t =	5.1	sec	a =	8.6	ft/sec²	G-force = 0.27
0 to 60mph	t =	16.3	sec	a =	5.4	ft/sec²	G-force = 0.17
45 to 65mph	t =	10.5	sec	a =	2.8	ft/sec²	G-force = 0.09

Transmission Type: 5spd MANUAL

Notes:
Federal Bumper Standard Requirements: No Requirement
This vehicles Rated Bumper Strength: 5 mph

N.S.D.C = 1984 - 1988

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1987 FORD BRONCO II 2 DOOR 4X4 UTILITY

Other Information

Tip-Over Stability Ratio =	1.05	Reasonably Stable
NHTSA Star Rating (calculated)		**

Center of Gravity (No Load):

Inches behind front axle	=	47.00
Inches in front of rear axle	=	47.00
Inches from side of vehicle	=	34.00
Inches from ground	=	27.13
Inches from front corner	=	82.35
Inches from rear corner	=	89.69
Inches from front bumper	=	75.00
Inches from rear bumper	=	83.00

Moments of Inertia Approximations (No Load):

Yaw Moment of Inertia	=	2033.34	lb*ft*sec²
Pitch Moment of Inertia	=	2014.36	lb*ft*sec²
Roll Moment of Inertia	=	486.16	lb*ft*sec²

Front Profile Information

Angle Front Bumper to Hood Front	=	84.0	deg
Angle Front of Hood to Windshield Base	=	7.0	deg
Angle Front of Hood to Windshield Top	=	23.1	deg
Angle of Windshield	=	46.4	deg
Angle of Steering Tires at Max Turn	=	27.2	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)	=	21 CF
Bullet vehicle IMPACT SPEED estimation based on TARGET VEHICLE damage ONLY (Tested for Rear/Side Impact only)	=	27 CF

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independant evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

[redacted]

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Version 5.3.0

MISSOURI STATE HIGHWAY PATROL - CRASH TEAM 1
HHC P.O. BOX 517
HIGGINSVILLE MO 64037

[redacted]

2008 MERCURY MARINER 4 DOOR 4X4 UTILITY

Curb Weight:	3500 lbs.		1588	kg.
Curb Weight Distribution - Front:	57 %	Rear:	43	%
Gross Vehicle Weight Rating:	4640 lbs.		2105	kg.
Number of Tires on Vehicle:	4			
Drive Wheels:	All Wheel Drive			

Horizontal Dimensions	Inches	Feet	Meters
Total Length	175	14.58	4.44
Wheelbase:	103	8.58	2.62
Front Bumper to Front Axle:	33	2.75	0.84
Front Bumper to Front of Front Well:	16	1.33	0.41
Front Bumper to Front of Hood:	7	0.58	0.18
Front Bumper to Base of Windshield:	46	3.83	1.17
Front Bumper to Top of Windshield:	71	5.92	1.80
Rear Bumper to Rear Axle:	39	3.25	0.99
Rear Bumper to Rear of Rear Well:	22	1.83	0.56
Rear Bumper to Rear of Trunk:	5	0.42	0.13
Rear Bumper to Base of Rear Window:	6	0.50	0.15
Width Dimensions			
Maximum Width:	71	5.92	1.80
Front Track:	61	5.08	1.55
Rear Track:	60	5.00	1.52
Vertical Dimensions			
Height:	68	5.67	1.73
Ground to -			
Front Bumper (Top)	28	2.33	0.71
Headlight - center	33	2.75	0.84
Hood - top front:	40	3.33	1.02
Base of Windshield	45	3.75	1.14
Rear Bumper - top:	27	2.25	0.69
Trunk - top rear:	44	3.67	1.12
Base of Rear Window:	46	3.83	1.17

[redacted]

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2008 MERCURY MARINER 4 DOOR 4X4 UTILITY

Interior Dimensions	Inches	Feet	Meters
Front Seat Shoulder Width	57	4.75	1.45
Front Seat to Headliner	40	3.33	1.02
Front Leg Room - seatback to floor (max)	42	3.50	1.07
Rear Seat Shoulder Width	56	4.67	1.42
Rear Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (min)	36	3.00	0.91

Seatbelts: 3pt - front and rear
Airbags: FRONT SEAT AIRBAGS + SIDE AIRBAGS

Steering Data			
Turning Circle (Diameter)	468	39.00	11.89
Steering Ratio: :1			
Wheel Radius:	14	1.17	0.36
Tire Size (OEM): P235/70R16			

Acceleration & Braking Information

Brake Type: ALL DISC
ABS System: ALL WHEEL ABS

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):
d = 161.0 ft t = 3.7 sec a = -24.0 ft/sec² G-force = -0.75

Acceleration:

0 to 30mph	t =		sec	a =		ft/sec²	G-force =	
0 to 60mph	t =	10.5	sec	a =	8.4	ft/sec²	G-force =	0.26
45 to 65mph	t =		sec	a =		ft/sec²	G-force =	

Transmission Type: 4spd AUTOMATIC

Notes:
Federal Bumper Standard Requirements: No Requirement

N.S.D.C = 2008 - 2011

[redacted]

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2008 MERCURY MARINER 4 DOOR 4X4 UTILITY

Other Information

Tip-Over Stability Ratio =	1.12	Reasonably Stable
NHTSA Star Rating (calculated)		**

Center of Gravity (No Load):

Inches behind front axle	=	44.29
Inches in front of rear axle	=	58.71
Inches from side of vehicle	=	35.50
Inches from ground	=	27.13
Inches from front corner	=	85.05
Inches from rear corner	=	103.96
Inches from front bumper	=	77.29
Inches from rear bumper	=	97.71

Moments of Inertia Approximations (No Load):

Yaw Moment of Inertia	=	2262.00	lb*ft*sec²
Pitch Moment of Inertia	=	2263.00	lb*ft*sec²
Roll Moment of Inertia	=	535.00	lb*ft*sec²

Front Profile Information

Angle Front Bumper to Hood Front	=	59.7	deg
Angle Front of Hood to Windshield Base	=	7.3	deg
Angle Front of Hood to Windshield Top	=	22.1	deg
Angle of Windshield	=	40.0	deg
Angle of Steering Tires at Max Turn	=	25.2	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(mph) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)	=	21 CF
Bullet vehicle IMPACT SPEED estimation based on TARGET VEHICLE damage ONLY (Tested for Rear/Side Impact only)	=	27 CF

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independant evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).

[redacted]

[redacted]

« Previous Day [redacted] Next Day »

Daily | Weekly | Monthly | Custom

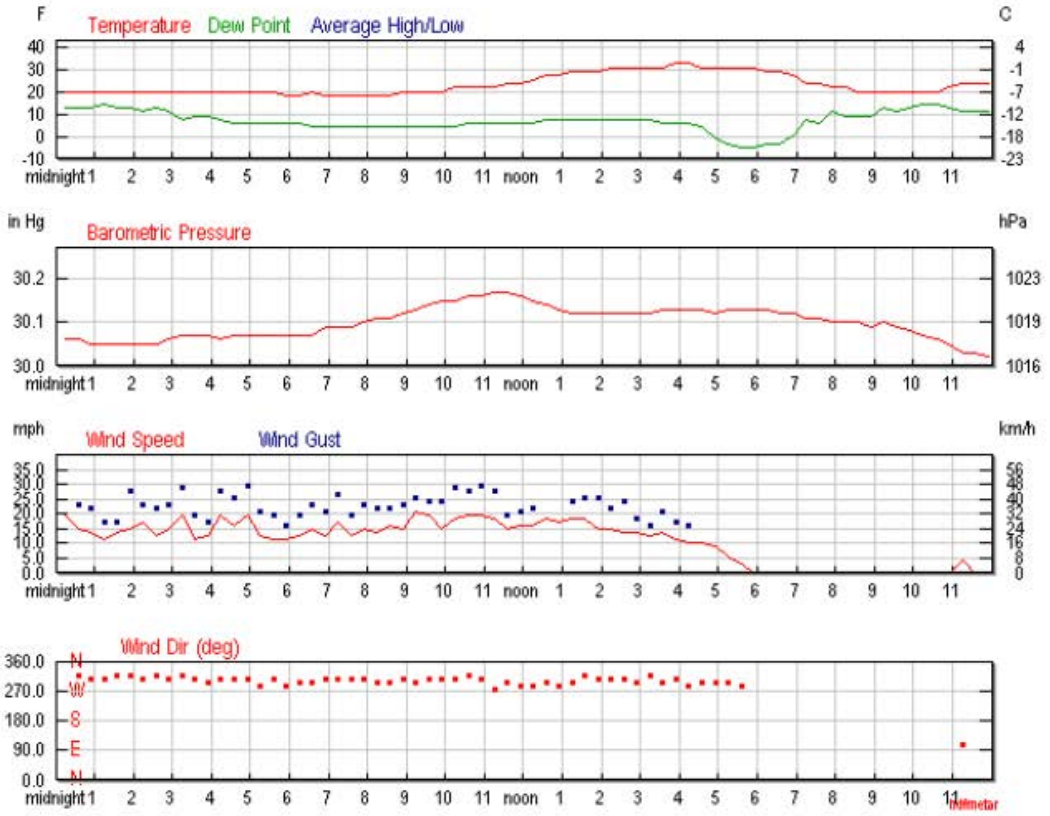
	Actual	Average (KMKC)	Record (KMKC)
Temperature			
Mean Temperature	**24** °F	-	
Max Temperature	**32** °F	**37** °F	**48** °F (1998)
Min Temperature	**17** °F	**21** °F	**3** °F (2003)
Degree Days			
Heating Degree Days	40		
Moisture			
Dew Point	**6** °F		
Average Humidity	52		
Maximum Humidity	80		
Minimum Humidity	21		
Precipitation			
Precipitation	**0.00** in	-	- ()
Sea Level Pressure			
Sea Level Pressure	**30.10** in		
Wind			
Wind Speed	**13** mph (NW)		
Max Wind Speed	**21** mph		
Max Gust Speed	**30** mph		
Visibility	**10** miles		
Events	Snow		

Averages and records for this station are not official NWS values.

Click here for data from the nearest station with official NWS data (KMCI).

T = Trace of Precipitation, **MM** = Missing Value **Source**: NWS Daily Summary

Seasonal Weather Averages



Certify This Report

Hourly Weather History & Observations

Time (CST)	Temp.	Windchill	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	E
12:15 AM	19.4 °F	3.6 °F	12.2 °F	74%	30.06 in	7.0 mi	NW	19.6 mph	26.5 mph	N/A	
12:35 AM	19.4 °F	5.5 °F	12.2 °F	74%	30.06 in	5.0 mi	NW	15.0 mph	23.0 mph	N/A	Sı
12:55 AM	19.4 °F	6.0 °F	12.2 °F	74%	30.05 in	7.0 mi	NW	13.8 mph	21.9 mph	N/A	Sı
1:15 AM	19.4 °F	7.2 °F	14.0 °F	80%	30.05 in	10.0 mi	NW	11.5 mph	17.3 mph	N/A	
1:35 AM	19.4 °F	6.0 °F	12.2 °F	74%	30.05 in	10.0 mi	NW	13.8 mph	17.3 mph	N/A	
1:55 AM	19.4 °F	5.5 °F	12.2 °F	74%	30.05 in	10.0 mi	NW	15.0 mph	27.6 mph	N/A	
2:15 AM	19.4 °F	4.5 °F	10.4 °F	68%	30.05 in	10.0 mi	NW	17.3 mph	23.0 mph	N/A	
2:35 AM	19.4 °F	6.6 °F	12.2 °F	74%	30.05 in	10.0 mi	NW	12.7 mph	21.9 mph	N/A	
2:55 AM	19.4 °F	5.5 °F	10.4 °F	68%	30.06 in	10.0 mi	NW	15.0 mph	23.0 mph	N/A	

Show full METARS | METAR FAQ | Comma Delimited File

Time (CST)	Temp.	Windchill	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	E
3:15 AM	19.4 °F	3.6 °F	6.8 °F	58%	30.07 in	10.0 mi	NW	19.6 mph	28.8 mph	N/A	
3:35 AM	19.4 °F	7.2 °F	8.6 °F	63%	30.07 in	10.0 mi	NW	11.5 mph	19.6 mph	N/A	
3:55 AM	19.4 °F	6.6 °F	8.6 °F	63%	30.07 in	10.0 mi	WNW	12.7 mph	17.3 mph	N/A	
4:15 AM	19.4 °F	3.6 °F	6.8 °F	58%	30.06 in	10.0 mi	NW	19.6 mph	27.6 mph	N/A	
4:35 AM	19.4 °F	5.0 °F	5.0 °F	54%	30.07 in	10.0 mi	NW	16.1 mph	25.3 mph	N/A	
4:55 AM	19.4 °F	3.6 °F	5.0 °F	54%	30.07 in	10.0 mi	NW	19.6 mph	29.9 mph	N/A	
5:15 AM	19.4 °F	6.6 °F	5.0 °F	54%	30.07 in	10.0 mi	WNW	12.7 mph	20.7 mph	N/A	
5:35 AM	19.4 °F	7.2 °F	5.0 °F	54%	30.07 in	10.0 mi	NW	11.5 mph	19.6 mph	N/A	
5:55 AM	17.6 °F	5.0 °F	5.0 °F	58%	30.07 in	10.0 mi	WNW	11.5 mph	16.1 mph	N/A	
6:15 AM	17.6 °F	4.3 °F	5.0 °F	58%	30.07 in	10.0 mi	WNW	12.7 mph	19.6 mph	N/A	
6:35 AM	19.4 °F	5.5 °F	3.2 °F	49%	30.07 in	10.0 mi	WNW	15.0 mph	23.0 mph	N/A	
6:55 AM	17.6 °F	4.3 °F	3.2 °F	53%	30.09 in	10.0 mi	NW	12.7 mph	20.7 mph	N/A	
7:15 AM	17.6 °F	2.2 °F	3.2 °F	53%	30.09 in	10.0 mi	NW	17.3 mph	26.5 mph	N/A	
7:35 AM	17.6 °F	4.3 °F	3.2 °F	53%	30.09 in	10.0 mi	NW	12.7 mph	19.6 mph	N/A	
7:55 AM	17.6 °F	3.2 °F	3.2 °F	53%	30.10 in	10.0 mi	NW	15.0 mph	23.0 mph	N/A	
8:15 AM	17.6 °F	3.7 °F	3.2 °F	53%	30.11 in	10.0 mi	WNW	13.8 mph	21.9 mph	N/A	
8:35 AM	17.6 °F	2.7 °F	3.2 °F	53%	30.11 in	10.0 mi	WNW	16.1 mph	21.9 mph	N/A	
8:55 AM	19.4 °F	5.5 °F	3.2 °F	49%	30.12 in	10.0 mi	NW	15.0 mph	23.0 mph	N/A	
9:15 AM	19.4 °F	3.2 °F	3.2 °F	49%	30.13 in	10.0 mi	WNW	20.7 mph	25.3 mph	N/A	
9:35 AM	19.4 °F	3.6 °F	3.2 °F	49%	30.14 in	10.0 mi	NW	19.6 mph	24.2 mph	N/A	
9:55 AM	19.4 °F	5.5 °F	3.2 °F	49%	30.15 in	10.0 mi	NW	15.0 mph	24.2 mph	N/A	
10:15 AM	21.2 °F	6.4 °F	3.2 °F	46%	30.15 in	10.0 mi	NW	18.4 mph	28.8 mph	N/A	
10:35 AM	21.2 °F	6.0 °F	5.0 °F	50%	30.16 in	10.0 mi	NW	19.6 mph	27.6 mph	N/A	
10:55 AM	21.2 °F	6.0 °F	5.0 °F	50%	30.16 in	10.0 mi	NW	19.6 mph	29.9 mph	N/A	
11:15 AM	21.2 °F	6.4 °F	5.0 °F	50%	30.17 in	10.0 mi	West	18.4 mph	27.6 mph	N/A	
11:35 AM	23.0 °F	10.1 °F	5.0 °F	46%	30.17 in	10.0 mi	WNW	15.0 mph	19.6 mph	N/A	
11:55 AM	23.0 °F	9.6 °F	5.0 °F	46%	30.16 in	10.0 mi	WNW	16.1 mph	20.7 mph	N/A	
12:15 PM	24.8 °F	11.9 °F	5.0 °F	43%	30.15 in	10.0 mi	WNW	16.1 mph	21.9 mph	N/A	
12:35 PM	26.6 °F	13.4 °F	6.8 °F	43%	30.14 in	10.0 mi	WNW	18.4 mph	-	N/A	
12:55 PM	26.6 °F	13.8 °F	6.8 °F	43%	30.13 in	10.0 mi	WNW	17.3 mph	25.3 mph	N/A	
1:15 PM	28.4 °F	15.8 °F	6.8 °F	40%	30.12 in	10.0 mi	WNW	18.4 mph	24.2 mph	N/A	
1:35 PM	28.4 °F	15.8 °F	6.8 °F	40%	30.12 in	10.0 mi	NW	18.4 mph	25.3 mph	N/A	
1:55 PM	28.4 °F	17.0 °F	6.8 °F	40%	30.12 in	10.0 mi	NW	15.0 mph	25.3 mph	N/A	

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Time (CST)	Temp.	Windchill	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	E
2:15 PM	30.2 °F	19.3 °F	6.8 °F	37%	30.12 in	10.0 mi	NW	15.0 mph	21.9 mph	N/A	
2:35 PM	30.2 °F	19.8 °F	6.8 °F	37%	30.12 in	10.0 mi	NW	13.8 mph	24.2 mph	N/A	
2:55 PM	30.2 °F	19.8 °F	6.8 °F	37%	30.12 in	10.0 mi	WNW	13.8 mph	18.4 mph	N/A	
3:15 PM	30.2 °F	20.2 °F	6.8 °F	37%	30.12 in	10.0 mi	NW	12.7 mph	16.1 mph	N/A	
3:35 PM	30.2 °F	19.8 °F	5.0 °F	34%	30.13 in	10.0 mi	WNW	13.8 mph	20.7 mph	N/A	
3:55 PM	32.0 °F	23.0 °F	5.0 °F	32%	30.13 in	10.0 mi	NW	11.5 mph	17.3 mph	N/A	
4:15 PM	32.0 °F	23.6 °F	5.0 °F	32%	30.13 in	10.0 mi	WNW	10.4 mph	16.1 mph	N/A	
4:35 PM	30.2 °F	21.3 °F	3.2 °F	32%	30.13 in	10.0 mi	WNW	10.4 mph	-	N/A	
4:55 PM	30.2 °F	21.9 °F	-2.2 °F	25%	30.12 in	10.0 mi	WNW	9.2 mph	-	N/A	
5:15 PM	30.2 °F	24.3 °F	-4.0 °F	23%	30.13 in	10.0 mi	WNW	5.8 mph	-	N/A	
5:35 PM	30.2 °F	26.7 °F	-5.8 °F	21%	30.13 in	10.0 mi	WNW	3.5 mph	-	N/A	
5:55 PM	30.2 °F	-	-5.8 °F	21%	30.13 in	10.0 mi	Calm	Calm	-	N/A	
6:15 PM	28.4 °F	-	-4.0 °F	25%	30.13 in	10.0 mi	Calm	Calm	-	N/A	
6:35 PM	28.4 °F	-	-4.0 °F	25%	30.12 in	10.0 mi	Calm	Calm	-	N/A	
6:55 PM	26.6 °F	-	-0.4 °F	31%	30.12 in	10.0 mi	Calm	Calm	-	N/A	
7:15 PM	23.0 °F	-	6.8 °F	50%	30.11 in	10.0 mi	Calm	Calm	-	N/A	
7:35 PM	23.0 °F	-	5.0 °F	46%	30.11 in	10.0 mi	Calm	Calm	-	N/A	
7:55 PM	21.2 °F	-	10.4 °F	63%	30.10 in	10.0 mi	Calm	Calm	-	N/A	
8:15 PM	21.2 °F	-	8.6 °F	58%	30.10 in	10.0 mi	Calm	Calm	-	N/A	
8:35 PM	19.4 °F	-	8.6 °F	63%	30.10 in	10.0 mi	Calm	Calm	-	N/A	
8:55 PM	19.4 °F	-	8.6 °F	63%	30.09 in	10.0 mi	Calm	Calm	-	N/A	
9:15 PM	19.4 °F	-	12.2 °F	74%	30.10 in	10.0 mi	Calm	Calm	-	N/A	
9:35 PM	19.4 °F	-	10.4 °F	68%	30.09 in	10.0 mi	Calm	Calm	-	N/A	
9:55 PM	19.4 °F	-	12.2 °F	74%	30.08 in	10.0 mi	Calm	Calm	-	N/A	
10:15 PM	19.4 °F	-	14.0 °F	80%	30.07 in	10.0 mi	Calm	Calm	-	N/A	
10:35 PM	19.4 °F	-	14.0 °F	80%	30.06 in	10.0 mi	Calm	Calm	-	N/A	
10:55 PM	21.2 °F	-	12.2 °F	68%	30.05 in	10.0 mi	Calm	Calm	-	N/A	
11:15 PM	23.0 °F	17.0 °F	10.4 °F	59%	30.03 in	10.0 mi	ESE	4.6 mph	-	N/A	
11:35 PM	23.0 °F	-	10.4 °F	59%	30.03 in	10.0 mi	Calm	Calm	-	N/A	
11:55 PM	23.0 °F	-	10.4 °F	59%	30.02 in	10.0 mi	Calm	Calm	-	N/A	

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C:\Users\wardg\Documents\MicroSurvey\Forensic Scenes\14-0117A024-1 Job Descripti
11:30:09 [redacted]

1	X:	0.000	Y:	0.000	Z:	0.000	D: RP
99	X:	2.978	Y:	19.763	Z:	6.469	D: RM
100	X:	21.076	Y:	49.871	Z:	1.224	D: 19.8MM
101	X:	125.482	Y:	315.772	Z:	3.110	D: WL
102	X:	29.781	Y:	34.847	Z:	1.201	D: WL
103	X:	10.572	Y:	-19.975	Z:	0.723	D: WL
104	X:	7.020	Y:	-29.735	Z:	0.617	D: WL SKID ACROSS
105	X:	-25.091	Y:	-114.847	Z:	0.097	D: WL
106	X:	-67.592	Y:	-219.575	Z:	-0.440	D: WL
107	X:	-1.875	Y:	-23.992	Z:	0.209	D: EOA
108	X:	17.578	Y:	31.034	Z:	0.685	D: EOA
109	X:	69.534	Y:	116.166	Z:	2.064	D: LL
110	X:	66.125	Y:	105.063	Z:	1.985	D: LL
111	X:	56.239	Y:	75.840	Z:	1.791	D: LL
112	X:	53.121	Y:	66.837	Z:	1.700	D: LL
113	X:	99.168	Y:	165.055	Z:	2.430	D: YL
114	X:	41.594	Y:	-2.178	Z:	1.630	D: YL
115	X:	11.259	Y:	-85.546	Z:	1.226	D: YL
116	X:	147.689	Y:	277.710	Z:	6.087	D: CBL
117	X:	96.238	Y:	126.491	Z:	5.396	D: CBL
118	X:	57.420	Y:	12.887	Z:	5.127	D: CBL
119	X:	-12.591	Y:	-173.255	Z:	3.916	D: CBL
120	X:	-12.591	Y:	-173.256	Z:	3.917	D: CBL
121	X:	38.028	Y:	20.538	Z:	1.442	D: S
122	X:	32.823	Y:	4.992	Z:	1.339	D: S
123	X:	26.688	Y:	-13.606	Z:	1.226	D: S
124	X:	24.597	Y:	-20.311	Z:	1.183	D: S
125	X:	24.449	Y:	-20.941	Z:	1.183	D: S
126	X:	43.036	Y:	51.221	Z:	1.497	D: S
127	X:	37.791	Y:	36.703	Z:	1.402	D: S
128	X:	30.613	Y:	19.366	Z:	1.269	D: S
129	X:	19.250	Y:	-6.982	Z:	0.980	D: S
130	X:	10.641	Y:	-23.439	Z:	0.730	D: S
131	X:	7.196	Y:	-29.736	Z:	0.628	D: S
132	X:	-3.015	Y:	-47.696	Z:	0.332	D: S
133	X:	31.144	Y:	17.722	Z:	1.289	D: S
134	X:	25.695	Y:	3.480	Z:	1.161	D: S
135	X:	16.721	Y:	-18.028	Z:	0.929	D: S
136	X:	10.492	Y:	-31.160	Z:	0.754	D: S
137	X:	5.728	Y:	-40.191	Z:	0.619	D: S
138	X:	-0.689	Y:	-52.445	Z:	0.474	D: S
139	X:	-2.620	Y:	-56.040	Z:	0.431	D: S WL
140	X:	-11.716	Y:	-72.019	Z:	0.171	D: S
141	X:	-17.536	Y:	-80.838	Z:	0.019	D: S
142	X:	-23.271	Y:	-87.461	Z:	-0.150	D: S
143	X:	35.772	Y:	30.344	Z:	1.372	D: S
144	X:	33.381	Y:	22.962	Z:	1.331	D: S
145	X:	32.827	Y:	21.494	Z:	1.318	D: S
146	X:	28.053	Y:	6.536	Z:	1.222	D: S
147	X:	25.384	Y:	-1.865	Z:	1.161	D: S
148	X:	23.751	Y:	-7.229	Z:	1.123	D: S
149	X:	18.975	Y:	-21.723	Z:	1.015	D: S

```
  150 X:    14.891 Y:   -33.659 Z:     0.914 D:  S
  151 X:     9.841 Y:   -48.152 Z:     0.821 D:  S
  152 X:    -9.064 Y:   -56.908 Z:     0.176 D:  S
  153 X:   -15.511 Y:   -66.283 Z:    -0.030 D:  S
C:\Users\wardg\Documents\MicroSurvey\Forensic Scenes\14-0117A024-1    Job
Descripti
11:30:09 [redacted]
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  154 X:   -20.013 Y:   -72.892 Z:    -0.235 D:  S
  155 X:   -22.028 Y:   -75.349 Z:    -0.462 D:  GPOST
  156 X:   -24.295 Y:   -81.283 Z:    -0.734 D:  GPOST
  157 X:   -26.703 Y:   -86.762 Z:    -1.006 D:  GPOST
  158 X:   -29.005 Y:   -92.540 Z:    -1.014 D:  GPOST
  159 X:   -31.205 Y:   -98.137 Z:    -0.923 D:  GPOST
  160 X:   -33.443 Y:  -103.951 Z:    -0.814 D:  GPOST
  161 X:   -49.180 Y:  -144.900 Z:    -0.964 D:  GPOST
  162 X:   -55.780 Y:  -132.431 Z:    -1.870 D:  LR
  163 X:   -50.143 Y:  -133.696 Z:    -1.191 D:  RR
  164 X:   -48.525 Y:  -126.651 Z:    -1.079 D:  RF
  165 X:   -53.340 Y:  -125.179 Z:    -1.710 D:  LF
  166 X:   -45.103 Y:  -108.271 Z:    -1.615 D:  IMP TL DEBRIS
  167 X:   -18.994 Y:   -69.079 Z:    -0.465 D:  END
  168 X:     2.867 Y:    19.785 Z:    -0.643 D:  RM2
  169 X:    88.143 Y:   -14.788 Z:     0.770 D:  EOA
  170 X:    63.621 Y:   -95.933 Z:     0.285 D:  EOA
```


GreenThumb
816-833-LAW


35
45
55
25
65
15
75
5
85
60
80
40
100
20
120
0
140
MPH km/h

Grain
816-
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LAW ON
AC SERVICES
8 296-3262
GOOD
RADIAL

Missouri


[redacted]
DAN DEERY


MARINER


MARINER
V6


MARINER
4WD V6
North Country
MERCURY


4WD V6
North Country


MARINER


INFO
SETUP
RESET
AIRBAG


VOGA


12HB


SOUTH
INTERSTATE
35
MEYER
TRUCK CENTER


STATE TROOPER
816.726.0217
MEYER
TRUCK CENTER
KANSAS CITY


STATE TROOPER
MISSOURI STATE
HIGHWAY PATROL


Bronco II
WRANGLER


WILDE
POLICE


POLICE


MERCURY
MARINER


MERCURY
STAT


Candy Cane
MARINER


MARINE


MERCURY
MARINER
V6 GAS
4WD V6
North Country
FORD MERCURY
Cameron Mo
M E R C U R Y

C:\Users\wardg\Documents\MicroSurvey\Forensic Scenes\14-0117A024-1   Job Descripti
11:31:35 [redacted]
---------[redacted]----------
==========

Traverse Print Out

==========
Job Description: Crew: Inst: Temp: Press:

--Evidence Recorder v 9.0.3.5 (2012-11-02)
--Evidence Recorder v 9.0.3.5 (2012-11-02)
JB,NM14-0117ACLAY-1,DT01-17-2014,TM14:24:42
MO,AD0,UN2,SF1.000000,EC0,EO0.0,AU0
--Instrument Selected: Type=Total Station,Profile=SRX,Model=SRX
--Instrument Selected: Type=Total Station,Profile=SRX,Model=SRX
SP,PN1,N 0.0000,E 0.0000,EL0.0000,--RP
Store Point record, pt num = 1
x=0.000000, y=0.000000, z=0.000000, desc=RP
--EDM Mode: RL Rapid
--EDM Mode: RL Rapid
--Application Prism: 0.0mm Instrument Prism: 0.0mm
--Application Prism: 0.0mm Instrument Prism: 0.0mm
--Orientation
--Orientation
LS,HI5.500,HR0.000
OC,OP1,N 0.0000,E 0.0000,EL0.0000,--RP
BK,OP1,BP0,BS8.34110,BC8.34110
Setup   Backsight   BS Azimuth   BS Reading   Instrument Height
1   0   8.3411   8.3411   5.500
    1 X: 0.000 Y: 0.000 Z: 0.000 D: RP
BR,OP1,BP0,AR8.34110,ZE87.13320,SD20.0100
SS,OP1,FP99,AR8.34110,ZE87.13320,SD20.0100,--RM
Pt#   HZAngle   SlpDist VTAng   ParOff   PerpOff TgtHt Description
99   8.3411   20.010 87.1332 0.000   0.000   0.000 RM
LS,HI5.500,HR0.000
OC,OP1,N 0.0000,E 0.0000,EL0.0000,--RP
BK,OP1,BP99,BS8.34110,BC8.34110
Setup   Backsight   BS Azimuth   BS Reading   Instrument Height
1   99   N/A   8.3411   5.500
    1 X: 0.000 Y: 0.000 Z: 0.000 D: RP
   99 X: 2.978 Y: 19.763 Z: 6.469 D: RM
BR,OP1,BP99,AR8.34110,ZE87.13320,SD20.0100
--Orientation Notes
--Orientation Notes
-- Observed Values: HA 8°34'11" VA 87°13'32" SD 20.01' HD 19.99' HR 0.00'
-- Observed Values: HA 8°34'11" VA 87°13'32" SD 20.01' HD 19.99' HR 0.00'
-- Observed Reference: Direction (Point Stored)
-- Observed Reference: Direction (Point Stored)
SS,OP1,FP100,AR22.54350,ZE94.30560,SD54.3099,--19.8MM
Pt#   HZAngle   SlpDist VTAng   ParOff   PerpOff TgtHt Description
100 22.5435   54.310 94.3056 0.000   0.000   0.000 19.8MM
SS,OP1,FP101,AR21.40190,ZE90.24110,SD339.7993,--WL
101 21.4019 339.799 90.2411 0.000   0.000   0.000 WL
SS,OP1,FP102,AR40.31030,ZE95.21260,SD46.0399,--WL
102 40.3103   46.040 95.2126 0.000   0.000   0.000 WL
SS,OP1,FP103,AR152.06340,ZE101.56080,SD23.1000,--WL

```
103 152.0634   23.100 101.5608 0.000    0.000   0.000  WL
SS,OP1,FP104,AR166.43010,ZE99.04530,SD30.9399,--WL
104 166.4301   30.940  99.0453 0.000    0.000   0.000  WL
SS,OP1,FP105,AR192.19270,ZE92.37540,SD117.6798,--WL
C:\Users\wardg\Documents\MicroSurvey\Forensic Scenes\14-0117A024-1    Job
Descriptio
11:31:35 0[redacted]
----------[redacted]------------------------------------------------------------
105 192.1927  117.680  92.3754 0.000    0.000   0.000  WL
SS,OP1,FP106,AR197.06360,ZE91.28520,SD229.8195,--WL
106 197.0636  229.820  91.2852 0.000    0.000   0.000  WL
SS,OP1,FP107,AR184.28060,ZE102.23590,SD24.6400,--EOA
107 184.2806   24.640 102.2359 0.000    0.000   0.000  EOA
SS,OP1,FP108,AR29.31410,ZE97.41170,SD35.9899,--EOA
108  29.3141   35.990  97.4117 0.000    0.000   0.000  EOA
SS,OP1,FP109,AR30.54130,ZE91.27140,SD135.4297,--LL
109  30.5413  135.430  91.2714 0.000    0.000   0.000  LL
SS,OP1,FP110,AR32.11080,ZE91.37180,SD124.1898,--LL
110  32.1108  124.190  91.3718 0.000    0.000   0.000  LL
SS,OP1,FP111,AR36.33310,ZE92.14580,SD94.4898,--LL
111  36.3331   94.490  92.1458 0.000    0.000   0.000  LL
SS,OP1,FP112,AR38.28380,ZE92.32550,SD85.4598,--LL
112  38.2838   85.460  92.3255 0.000    0.000   0.000  LL
SS,OP1,FP113,AR30.59530,ZE90.54480,SD192.5796,--YL
113  30.5953  192.580  90.5448 0.000    0.000   0.000  YL
SS,OP1,FP114,AR92.59490,ZE95.18290,SD41.8299,--YL
114  92.5949   41.830  95.1829 0.000    0.000   0.000  YL
SS,OP1,FP115,AR172.30070,ZE92.50090,SD86.3898,--YL
115 172.3007   86.390  92.5009 0.000    0.000   0.000  YL
SS,OP1,FP116,AR28.00160,ZE89.53350,SD314.5394,--CBL
116  28.0016  314.539  89.5335 0.000    0.000   0.000  CBL
SS,OP1,FP117,AR37.15540,ZE90.02150,SD158.9397,--CBL
117  37.1554  158.940  90.0215 0.000    0.000   0.000  CBL
SS,OP1,FP118,AR77.21020,ZE90.21470,SD58.8499,--CBL
118  77.2102   58.850  90.2147 0.000    0.000   0.000  CBL
SS,OP1,FP119,AR184.09240,ZE90.31210,SD173.7197,--CBL
119 184.0924  173.720  90.3121 0.000    0.000   0.000  CBL
SS,OP1,FP120,AR184.09230,ZE90.31190,SD173.7197,--CBL
120 184.0923  173.720  90.3119 0.000    0.000   0.000  CBL
SS,OP1,FP121,AR61.37400,ZE95.21520,SD43.4099,--S
121  61.3740   43.410  95.2152 0.000    0.000   0.000  S
SS,OP1,FP122,AR81.21060,ZE97.08360,SD33.4599,--S
122  81.2106   33.460  97.0836 0.000    0.000   0.000  S
SS,OP1,FP123,AR117.00480,ZE98.07140,SD30.2599,--S
123 117.0048   30.260  98.0714 0.000    0.000   0.000  S
SS,OP1,FP124,AR129.32540,ZE97.42290,SD32.1899,--S
124 129.3254   32.190  97.4229 0.000    0.000   0.000  S
SS,OP1,FP125,AR130.34510,ZE97.38160,SD32.4799,--S
125 130.3451   32.480  97.3816 0.000    0.000   0.000  S
SS,OP1,FP126,AR40.02140,ZE93.25270,SD67.0199,--S
126  40.0214   67.020  93.2527 0.000    0.000   0.000  S
SS,OP1,FP127,AR45.50130,ZE94.26510,SD52.8399,--S
127  45.5013   52.840  94.2651 0.000    0.000   0.000  S
SS,OP1,FP128,AR57.40570,ZE96.39420,SD36.4699,--S
128  57.4057   36.470  96.3942 0.000    0.000   0.000  S
SS,OP1,FP129,AR109.56140,ZE102.26520,SD20.9700,--S
129 109.5614   20.970 102.2652 0.000    0.000   0.000  S
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SS,OP1,FP130,AR155.34590,ZE100.29550,SD26.1799,--S
130 155.3459   26.180 100.2955 0.000    0.000   0.000  S
SS,OP1,FP131,AR166.23480,ZE99.02500,SD30.9799,--S
131 166.2348   30.980  99.0250 0.000    0.000   0.000  S
SS,OP1,FP132,AR183.37020,ZE96.10190,SD48.0699,--S
132 183.3702   48.070  96.1019 0.000    0.000   0.000  S
SS,OP1,FP133,AR60.21290,ZE96.42110,SD36.0799,--S
C:\Users\wardg\Documents\MicroSurvey\Forensic Scenes\14-0117A024-1    Job
Descripti
11:31:35 [redacted]
---------[redacted]------------------------------------------------------------
133  60.2129   36.080  96.4211 0.000    0.000   0.000  S
SS,OP1,FP134,AR82.17100,ZE99.29580,SD26.2899,--S
134  82.1710   26.290  99.2958 0.000    0.000   0.000  S
SS,OP1,FP135,AR137.09120,ZE100.31500,SD25.0099,--S
135 137.0912   25.010 100.3150 0.000    0.000   0.000  S
SS,OP1,FP136,AR161.23260,ZE98.12510,SD33.2199,--S
136 161.2326   33.220  98.1251 0.000    0.000   0.000  S
SS,OP1,FP137,AR171.53200,ZE96.51220,SD40.8899,--S
137 171.5320   40.890  96.5122 0.000    0.000   0.000  S
SS,OP1,FP138,AR180.45080,ZE95.28260,SD52.6899,--S
138 180.4508   52.690  95.2826 0.000    0.000   0.000  S
SS,OP1,FP139,AR182.40360,ZE95.09470,SD56.3299,--S
139 182.4036   56.330  95.0947 0.000    0.000   0.000  S
SS,OP1,FP140,AR189.14230,ZE94.10390,SD73.1599,--S
140 189.1423   73.160  94.1039 0.000    0.000   0.000  S
SS,OP1,FP141,AR192.14220,ZE93.47280,SD82.8998,--S
141 192.1422   82.900  93.4728 0.000    0.000   0.000  S
SS,OP1,FP142,AR194.54000,ZE93.34210,SD90.6798,--S
142 194.5400   90.680  93.3421 0.000    0.000   0.000  S
SS,OP1,FP143,AR49.41370,ZE95.01430,SD47.0899,--S
143  49.4137   47.090  95.0143 0.000    0.000   0.000  S
SS,OP1,FP144,AR55.28350,ZE95.52300,SD40.7299,--S
144  55.2835   40.730  95.5230 0.000    0.000   0.000  S
SS,OP1,FP145,AR56.47020,ZE96.05030,SD39.4599,--S
145  56.4702   39.460  96.0503 0.000    0.000   0.000  S
SS,OP1,FP146,AR76.53040,ZE98.26530,SD29.1199,--S
146  76.5304   29.120  98.2653 0.000    0.000   0.000  S
SS,OP1,FP147,AR94.12050,ZE99.40300,SD25.8199,--S
147  94.1205   25.820  99.4030 0.000    0.000   0.000  S
SS,OP1,FP148,AR106.55410,ZE99.59520,SD25.2099,--S
148 106.5541   25.210  99.5952 0.000    0.000   0.000  S
SS,OP1,FP149,AR138.51420,ZE98.50180,SD29.1899,--S
149 138.5142   29.190  98.5018 0.000    0.000   0.000  S
SS,OP1,FP150,AR156.08060,ZE97.06090,SD37.0899,--S
150 156.0806   37.090  97.0609 0.000    0.000   0.000  S
SS,OP1,FP151,AR168.26560,ZE95.26200,SD49.3699,--S
151 168.2656   49.370  95.2620 0.000    0.000   0.000  S
--Instrument Selected: Type=Total Station,Profile=RC-PR3,Model=SRX
--Instrument Selected: Type=Total Station,Profile=RC-PR3,Model=SRX
LS,HI5.500,HR7.000
SS,OP1,FP152,AR189.03000,ZE88.20040,SD57.6499,--S
152 189.0300   57.650  88.2004 0.000    0.000   7.000  S
SS,OP1,FP153,AR193.10160,ZE88.45480,SD68.0899,--S
153 193.1016   68.090  88.4548 0.000    0.000   7.000  S
SS,OP1,FP154,AR195.21100,ZE89.02290,SD75.5998,--S
154 195.2110   75.600  89.0229 0.000    0.000   7.000  S
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SS,OP1,FP155,AR196.17460,ZE89.14320,SD78.5098,--GPOST
155 196.1746   78.510  89.1432 0.000    0.000   7.000  GPOST
SS,OP1,FP156,AR196.38280,ZE89.28580,SD84.8398,--GPOST
156 196.3828   84.840  89.2858 0.000    0.000   7.000  GPOST
SS,OP1,FP157,AR197.06250,ZE89.41180,SD90.7798,--GPOST
157 197.0625   90.780  89.4118 0.000    0.000   7.000  GPOST
SS,OP1,FP158,AR197.24090,ZE89.42470,SD96.9798,--GPOST
158 197.2409   96.980  89.4247 0.000    0.000   7.000  GPOST
SS,OP1,FP159,AR197.38210,ZE89.40450,SD102.9798,--GPOST
159 197.3821  102.980  89.4045 0.000    0.000   7.000  GPOST
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SS,OP1,FP160,AR197.50020,ZE89.38240,SD109.1998,--GPOST
160 197.5002  109.200  89.3824 0.000    0.000   7.000  GPOST
SS,OP1,FP161,AR198.44510,ZE89.47570,SD153.0197,--GPOST
161 198.4451  153.020  89.4757 0.000    0.000   7.000  GPOST
SS,OP1,FP162,AR202.50270,ZE90.08510,SD143.6997,--LR
162 202.5027  143.700  90.0851 0.000    0.000   7.000  LR
SS,OP1,FP163,AR200.33310,ZE89.52340,SD142.7897,--RR
163 200.3331  142.790  89.5234 0.000    0.000   7.000  RR
SS,OP1,FP164,AR200.57500,ZE89.49190,SD135.6297,--RF
164 200.5750  135.630  89.4919 0.000    0.000   7.000  RF
SS,OP1,FP165,AR203.04460,ZE90.05190,SD136.0697,--LF
165 203.0446  136.070  90.0519 0.000    0.000   7.000  LF
SS,OP1,FP166,AR202.36550,ZE90.03230,SD117.2898,--IMP
166 202.3655  117.290  90.0323 0.000    0.000   7.000  IMP
SS,OP1,FP167,AR195.22270,ZE89.10210,SD71.6499,--END
167 195.2227   71.650  89.1021 0.000    0.000   7.000  END
SS,OP1,FP168,AR8.14380,ZE87.32430,SD20.0100,--RM2
168   8.1438   20.010  87.3243 0.000    0.000   7.000  RM2
--Instrument Selected: Type=Total Station,Profile=SRX,Model=SRX
--Instrument Selected: Type=Total Station,Profile=SRX,Model=SRX
LS,HI5.500,HR0.000
SS,OP1,FP169,AR99.31270,ZE93.01460,SD89.4998,--EOA
169  99.3127   89.500  93.0146 0.000    0.000   0.000  EOA
SS,OP1,FP170,AR146.26540,ZE92.35380,SD115.2298,--EOA
170 146.2654  115.230  92.3538 0.000    0.000   0.000  EOA
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