

Law Enforcement and TxDOT Use ONLY

FATAL CMV SCHOOL BUS RAILROAD MAB SUPPLEMENT ACTIVE SCHOOL ZONE

Total Num. Units: 1 Total Num. Prns.: 1 TxDOT Crash ID: 15541569.2 /2017017041



Texas Peace Officer's Crash Report (Form CR-3 1/1/2015)

Mail to: Texas Department of Transportation, Crash Data and Analysis, P.O. Box 149349, Austin, TX 78714. Questions? Call 844/274-7457

Refer to Attached Code Sheet for Numbered Fields

*=These fields are required on all additional sheets submitted for this crash (ex.: additional vehicles, occupants, injured, etc.).

*Crash Date (MM/DD/YYYY) 01/11/2017 *Crash Time (24HRMM) 1003 Case ID 17-917 Local Use
*County Name DALLAS *City Name HIGHLAND PARK
In your opinion, did this crash result in at least \$1,000 damage to any one person's property? [X] Yes [] No

ROAD ON WHICH CRASH OCCURRED
*1 Rdwy. Sys. LR *Hwy. Num. 2 Rdwy. Part 1 Block Num. 3500 3 Street Prefix *Street Name BEVERLY 4 Street Suffix DR
[] Crash Occurred on a Private Drive or Road/Private Property/Parking Lot [] Toll Road/Toll Lane Speed Limit 30 Const. Zone [] Yes [X] No Workers Present [X] No Street Desc.

INTERSECTING ROAD, OR IF CRASH NOT AT INTERSECTION, NEAREST INTERSECTING ROAD OR REFERENCE MARKER
At Int. [] Yes [X] No 1 Rdwy. Sys. LR *Hwy. Num. 2 Rdwy. Part 1 Block Num. 5000 3 Street Prefix *Street Name BYRON 4 Street Suffix AVE
Distance from Int. or Ref. Marker 10 [] FT [X] MI 3 Dir. from Int. or Ref. Marker E Reference Marker Street Desc. RRX Num.

Unit Num. 1 5 Unit Desc. 1 [] Parked Vehicle [] Hit and Run LP State TX LP Num. 16R6667 VIN K N D J T 2 A 6 3 D 7 5 3 7 2 0 9
Veh. Year 2013 6. Veh. Color TAN Veh. Make KIA Veh. Model SOUL 7 Body Style P4 [] Pol. Fire, EMS on Emergency (Explain in Narrative if checked)
8 DL/ID Type 1 DL/ID State TX DL/ID Num. 19057973 9 DL Class C 10 CDL End. 96 11 DL Rest. 96 DOB (MM/DD/YYYY) 03/09/1982
Address (Street, City, State, ZIP) 2561 LSNDN END CARROLLTON, TX 75006

Table with columns: Person Num., 12 Prn. Type, 13 Seat Position, Name: Last, First, Middle, 14 Injury Severity, Age, 15 Ethnicity, 16 Sex, 17 Eject., 18 Restr., 19 Airbag, 20 Helmet, 21 Sol., 22 Alc. Spec., Alc. Result, 23 Drug Spec., 24 Drug Result, 25 Drug Category. Row 1: 1, 1, 1, LOUGHRAN, SARAH ELISABETH, K, 34, W, 2, 1, 96, 1, 97, N, 96, 96, 97, 97.

[X] Owner [] Lessee Owner/Lessee Name & Address LOUGHRAN, DON, 45B CHEROKEE COVE JACKSONVILLE, TX 75766
Proof of Fin. Resp. [] Yes [X] No [] Expired [] Exempt 26 Fin. Resp. Type Fin. Resp. Name Fin. Resp. Num.
Fin. Resp. Phone Num. 27 Vehicle Damage Rating 1 1 2 - F C - 7 27 Vehicle Damage Rating 2 - - - - Vehicle Inventoried [] Yes [X] No
Towed By JORDANS TOWING Towed To 601 DIGITAL DR, PLANO TX

Unit Num. 5 Unit Desc. [] Parked Vehicle [] Hit and Run LP State LP Num. VIN
Veh. Year 6. Veh. Color Veh. Make Veh. Model 7 Body Style [] Pol. Fire, EMS on Emergency (Explain in Narrative if checked)
8 DL/ID Type DL/ID State DL/ID Num. 9 DL Class 10 CDL End. 11 DL Rest. DOB (MM/DD/YYYY)

Table with columns: Person Num., 12 Prn. Type, 13 Seat Position, Name: Last, First, Middle, 14 Injury Severity, Age, 15 Ethnicity, 16 Sex, 17 Eject., 18 Restr., 19 Airbag, 20 Helmet, 21 Sol., 22 Alc. Spec., Alc. Result, 23 Drug Spec., 24 Drug Result, 25 Drug Category. Row 1: Not Applicable - Alcohol and Drug Results are only reported for Driver/Primary Person for each Unit.

[] Owner [] Lessee Owner/Lessee Name & Address
Proof of Fin. Resp. [] Yes [X] No [] Expired [] Exempt 26 Fin. Resp. Type Fin. Resp. Name Fin. Resp. Num.
Fin. Resp. Phone Num. 27 Vehicle Damage Rating 1 - - - - 27 Vehicle Damage Rating 2 - - - - Vehicle Inventoried [] Yes [X] No
Towed By Towed To

DISPOSITION OF INJURED/KILLED	Unit Num.	Prsn. Num.	Taken To	Taken By	Date of Death (MM/DD/YYYY)	Time of Death (24HR:MM)
	1	1		PARKLAND HOSPITAL	HIGHLAND PARK MEDIC 331	01/11/2017

CHARGES	Unit Num.	Prsn. Num.	Charge	Citation/Reference Num.

DAMAGE	Damaged Property Other Than Vehicles	Owner's Name	Owner's Address

Unit Num.	<input type="checkbox"/> 10,001+ LBS.	<input type="checkbox"/> TRANSPORTING HAZARDOUS MATERIAL	<input type="checkbox"/> 9+ CAPACITY	CMV Disabling Damage? <input type="checkbox"/> Yes <input type="checkbox"/> No	28 Veh. Oper.	29 Carrier ID Type	Carrier ID Num.
Carrier's Corp. Name			Carrier's Primary Addr.			30 Veh. Type	
31 Bus Type	<input type="checkbox"/> RGWW <input type="checkbox"/> GVWR	HazMat Released <input type="checkbox"/> Yes <input type="checkbox"/> No	32 HazMat Class Num.	HazMat ID Num.	32 HazMat Class Num.	HazMat ID Num.	33 Cargo Body Style
Trailer 1 Unit Num.	<input type="checkbox"/> RGWW <input type="checkbox"/> GVWR	34 Trlr. Type	CMV Disabling Damage? <input type="checkbox"/> Yes <input type="checkbox"/> No	Trailer 2 Unit Num.	<input type="checkbox"/> RGWW <input type="checkbox"/> GVWR	34 Trlr. Type	CMV Disabling Damage? <input type="checkbox"/> Yes <input type="checkbox"/> No
Sequence Of Events	35 Seq. 1	35 Seq. 2	35 Seq. 3	35 Seq. 4			

FACTORS & CONDITIONS	36 Contributing Factors (Investigator's Opinion)				37 Vehicle Defects (Investigator's Opinion)				Environmental and Roadway Conditions						
	Unit #	Contributing	May Have Contrib.		Contributing	May Have Contrib.			38 Weather Cond.	39 Light Cond.	40 Entering Roads	41 Roadway Type	42 Roadway Alignment	43 Surface Condition	44 Traffic Control
										1	1	97	1	1	1

NARRATIVE AND DIAGRAM	Investigator's Narrative Opinion of What Happened (Attach Additional Sheets if Necessary) Under Investigation	Field Diagram - Not to Scale
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INVESTIGATOR	Time Notified (24HR:MM)	1 0 0 4	How Notified	DISPATCHED	Time Arrived (24HRMM)	1 0 0 6	Report Date (MM/DD/YYYY)	02/13/2017
	Invest. Comp.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Investigator Name (Printed)	GARDNER, PETER	ID Num.	671		
	ORI Num.	T X 0 5 7 1 3 0 0	*Agency	HIGHLAND PARK DEPARTMENT OF PUBLIC SAFETY	Service/Region/DA	0 1		

**University Park
Police Department
Traffic CRASH Reconstruction Investigation**

Chief of Police: Greg Spradlin

3800 University Blvd.

University Park, TX. 75205

214-363-3000



Case #: 17-00026 Incident : Motor Vehicle CRASH (SUPPLEMENT 1/20/17)

Mutual Aid: Highland Park DPS (#17-917)

Location: 3500 Beverly

Prepared By: Officer Jason R. Baxter #168

Reconstructionist: Officer Jason R. Baxter #168 / Officer Frank Casana #167/Officer Al Rosales #135

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Vehicle Involved:

Make: Kia

Model: Soul eco

Year: 2013

Color: Cream

Registration: Temp. Buyer Texas 16H6667

VIN: KNDJT2A63D7537209

Owner: Don Loughran 458 Cherokee Cove, Jacksonville, TX. 75766

Driver Information:

Name: Loughran, Sarah Elisabeth

DOB: 03/09/1982

License: 19057973 Class C

State: Texas

Status: Not Eligible, Suspended

License Address: 2561 Lands End, Carrollton, TX. 75006

Investigative Report (The following narrative has been supplemented to include the correct measurements and energy after accounting for the front bumper and taper)

On 01/11/2017 at approximately 1027hrs, University Park Police Department Communication Center was contacted by the Highland Park DPS dispatch personnel in reference to a request for mutual aid from the University Park CRASH Investigators. HPDPS responded to a Major Vehicle Accident involving a single vehicle that had collided with a tree adjacent to the roadway. The CRASH was reported in the 3500blk of Beverly in the Town of Highland Park, Dallas County TX. Officers Baxter, Rosales and Casana responded to the scene to assist as requested. The CRASH location consisted of a two way undivided roadway. The stretch of Beverly between Hillcrest and Byron where the CRASH occurred, was a concrete surface that was dry and in good condition. The roadway was clear and unobstructed for vehicular travel. Very few vehicles were parked on Beverly and those were done so legally along either side of the road. Beverly runs in a general east and west direction at the location and is intersected by Auburndale to the east and Byron to the west.

Upon arrival at the location, Officers observed what appeared to be a single vehicle with apparent damage to the front end caused by a collision with the tree located in the parkway. Stacked on the ground surrounding the vehicle were piles of miscellaneous personal effects and shattered safety and tempered glass. The driver and passenger doors were open. Officer Stewart of HPDPS was the primary responding Officer and was first contacted at the scene. In addition to Officer Stewart, responding CRASH Investigators also spoke with the investigating Detective from HPDPS, Donahoe. CI's were informed that following their arrival to the scene, the personal effects located outside the vehicle were stacked from seat to roof on all sides of the driver seat. The passenger side glass was broken and the items removed to access and treat the driver. CI's were further advised CPR was administered at the scene and the driver was immediately transported to Parkland for emergency care. While gathering the initial details at the scene from HPDPS, CI's were informed that the driver had been declared deceased by Parkland Hospital staff.

CI's took photographs and mapped the scene using an LTI UltrLyte 20/20 LIDAR with an Angle Encoder and Recon Data Collector. The data was gathered using Quick Maps 3D software. The data collected was then downloaded into the CRASHZone CAD program to create a diagram. The scene and roadway did not provide any definite evidence of speed or cause factors. The initial impression of the damage was an indicator based on the training and experience of the responding CI's that the impact with tree occurred at a higher rate of speed than the legal speed limit at the location of 30mph. The fact that the vehicle involved was a Kia, limited the ability to image any retrievable information that may have been available on an Airbag Control Module or on board Crash Data Recorder. Airbags were not observed in a deployed position at the time of the investigation. The lack of roadway evidence and the inability to image any ACM or CDR on board within reason, left a single option to determine a possible speed at impact. Officer Baxter contacted CI David H. Jackson at Mesquite PD. Officer Baxter and Officer Jackson are certified in Crush Energy Application. CRUSH Energy Applications is a method to determine approximate speed based off of damage sustained during the CRASH and utilizing the measurements taken to calculate the energy necessary to cause the damage. The vehicle was sent to the Mesquite PD lot where an existing CRUSH jig (device for making the damage measurements) was located and erected. The measurements were taken by Officer Jackson. Officer Jackson followed CRUSH protocol for making the measurements necessary and locating existing NHTSA crash tests for the vehicle. The measurements and CRUSH data are listed below and also attached to this report.

CRUSH Data:

The width of the damage ("W"/"L") was approximately 56 inches and the C measurements were taken at 11.2 inch intervals. The C measurements were taken driver side to passenger side (C1-C6). Six C measurements were taken because the frontal plane of the vehicle was pulled inward. The CRUSH jig was set up 11 feet 3 inches from the rear axle. The C3 measurement was the deepest crush and it did not need to be moved. The midpoint of the damage was

approximately -6 inches (toward the driver side). The visual PDOF (Principal Direction of Force) was about 5 degrees. The measurements were taken at bumper level at approximately 22 inches above ground level. The curb weight of the vehicle (published data/Edmonds) was about 2,690lbs. There were additional items in the vehicle in addition to the driver. Additional weight from a driver, occupants, cargo and full fuel tanks can effect calculations so the weight used for this analysis will be 3,100lbs. The 3,100lbs is an estimated actual weight to include 170ish pounds for the driver plus the excessive miscellaneous items that were inside the vehicle. Note that any addition of weight will reduce the speed estimate. The rear overhang (per ARAS 360 specs) is 28.74 inches. The overall vehicle length was 162 inches. If you subtract the rear overhang from the overall length, that calculates to 133.26 inches or 11.1 feet. The following crush measurements were obtained:

C1- 25"

C2- 19"

C3- 34"

C4- 13"

C5- 15"

C6- 20"

Since the baseline was set up 11'3" from the rear axle, this would have been 1.74 inches past where the front of the vehicle originally was prior to the collision. Therefore, 1.74 inches was deducted from each C measurement:

C1- 23.26"

C2-17.26"

C3- 32.26"

C4-11.26"

C5-13.26"

C6-18.26"

Four inches was then deducted from these measurements to account for the front bumper and tapering:

C1- 19.26"

C2- 13.26"

C3- 28.26"

C4- 7.26"

C5- 9.26"

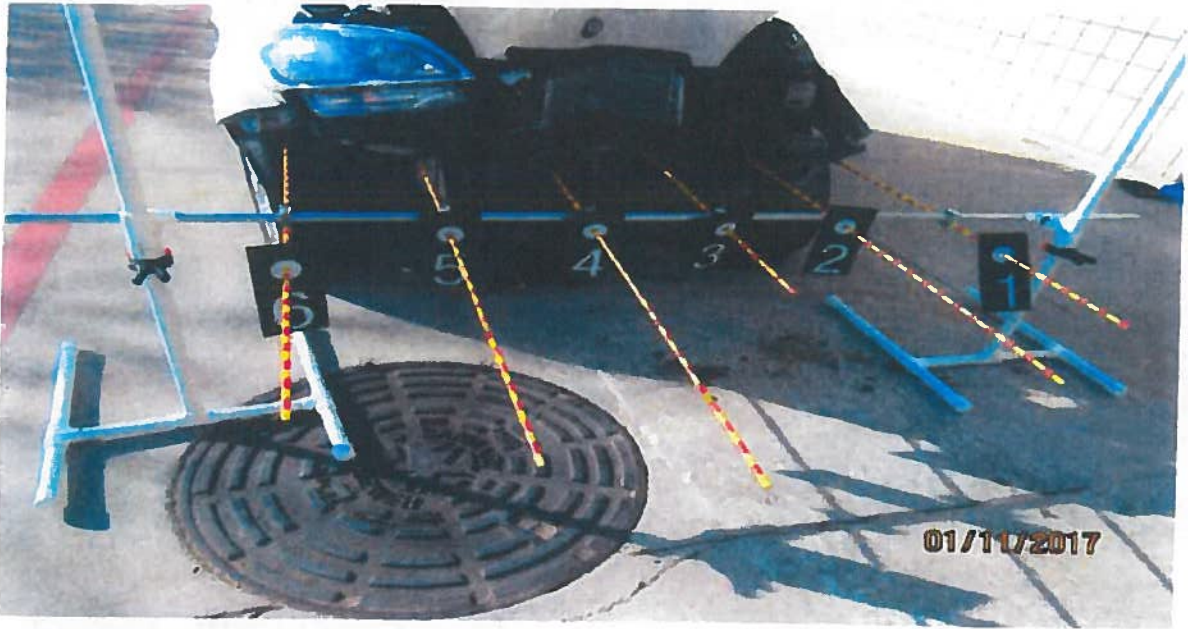
C6- 14.26"

NHTSA crash test #7612 (2012 Kia Soul) was used to obtain the stiffness coefficients of the Kia. The crash tested vehicle speed was 56.42kph/35.26mph. The crash tested vehicle weight was 1448kg/3185.6lbs. The width of the damage was 1500mm/59.05 inches. The average crush was 295.16 mm/11.6 inches.

A copy of the vehicle detail information sheet from this crash test is attached. Based upon the crash test, stiffness coefficients were calculated for the Kia. The calculated coefficients were used to determine the energy required to create the measured damage and a speed determined using the calculated kinetic energy.

The calculated energy required to cause the damage was 218,896 foot pounds, which when used in a kinetic energy speed formula produces an approximate vehicle speed of 46 mph at the time the Kia collided with the tree. The seat belt was in the buckled position but was not worn by the driver. Damage was observed to the steering wheel and dash just above the wheel that were consistent with the drivers mouth (teeth) and facial area striking with enough force to break through the plastic. The steering wheel had also been disfigured by some type of significant forward pressure. It is not apparent at this time if other factors played a role in the vehicle crash but is apparent that the damage and injuries sustained would have been substantially less if the Kia was traveling at the legal speed limit of 30mph. The scene site and lack of roadway evidence that evasive action such as braking or steering input to avoid a collision by the driver is a clear indication that the driver for one reason or another did not perceive or react to a potential danger.

CRUSH JIG Photograph with rods extended to max crush at the C measurements



Scene Photographs



3500 Beverly looking west toward Byron





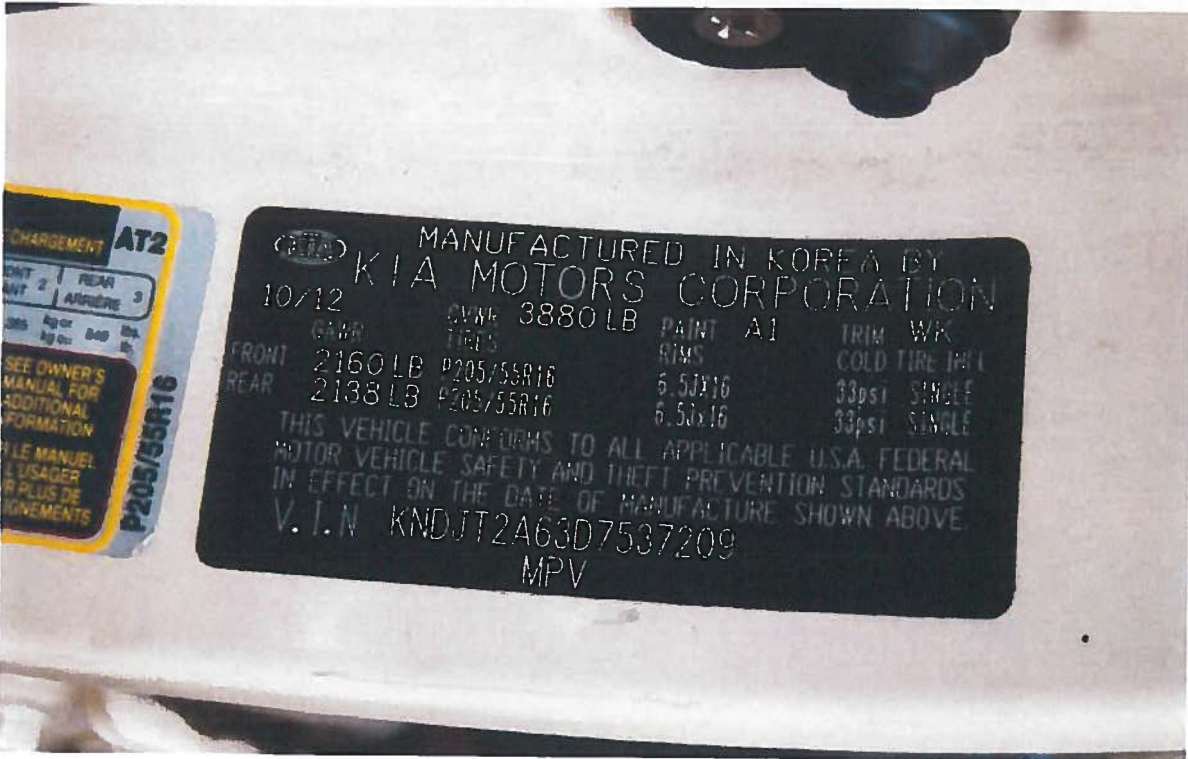
3600 Beverly looking east toward Byron



3600 Beverly looking east toward Byron



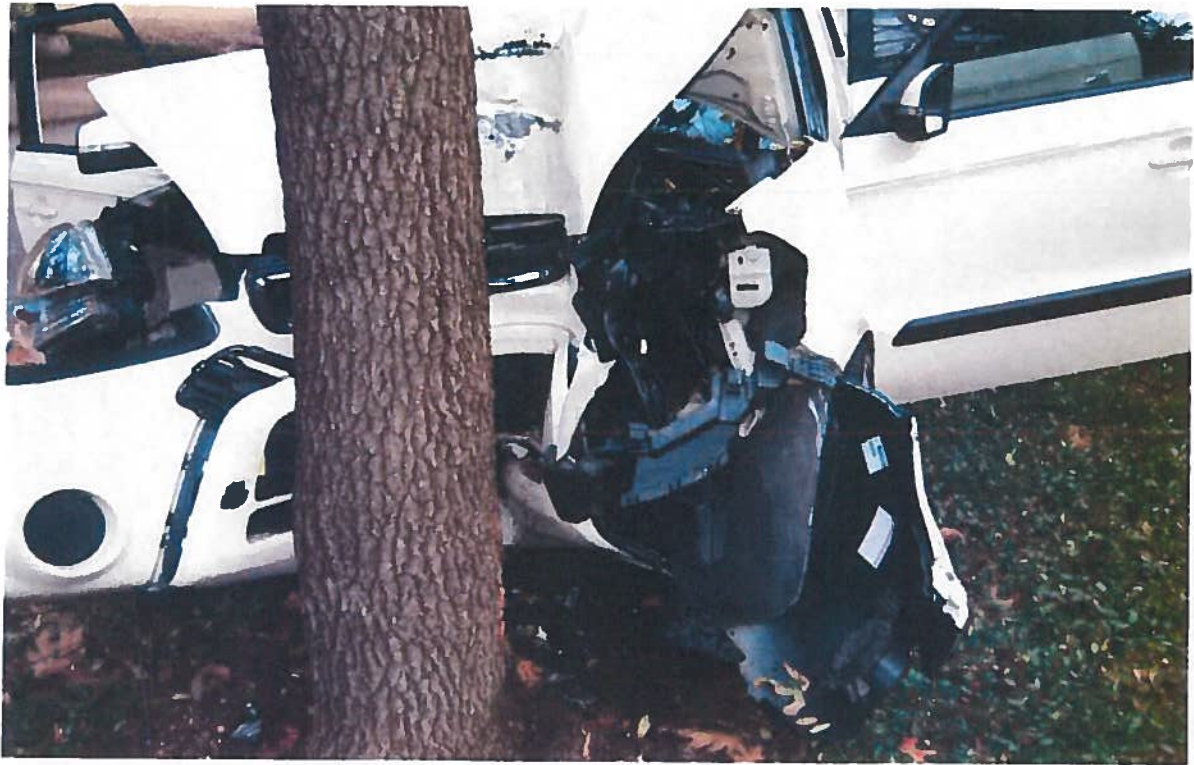
Crash Vehicle and Damage





Driver Side Headlamp







Washer Fluid Reservoir





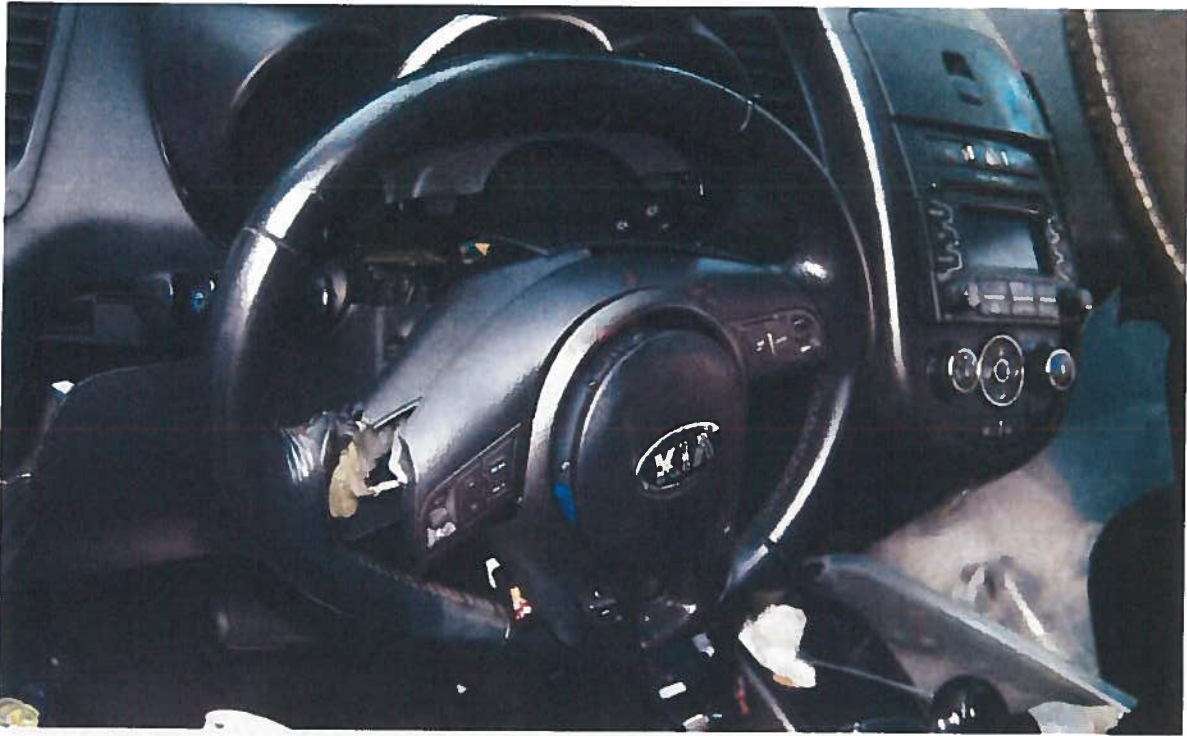




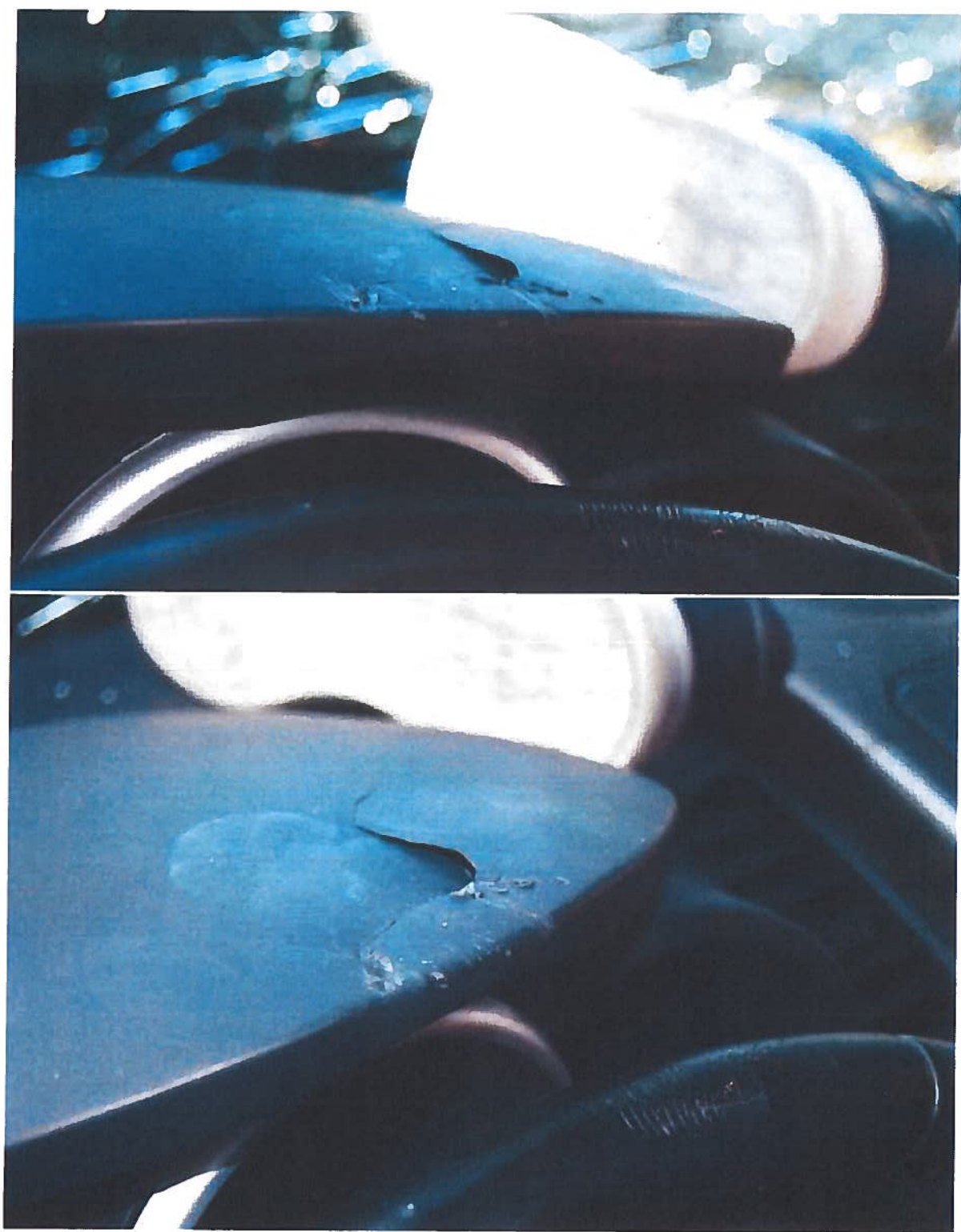




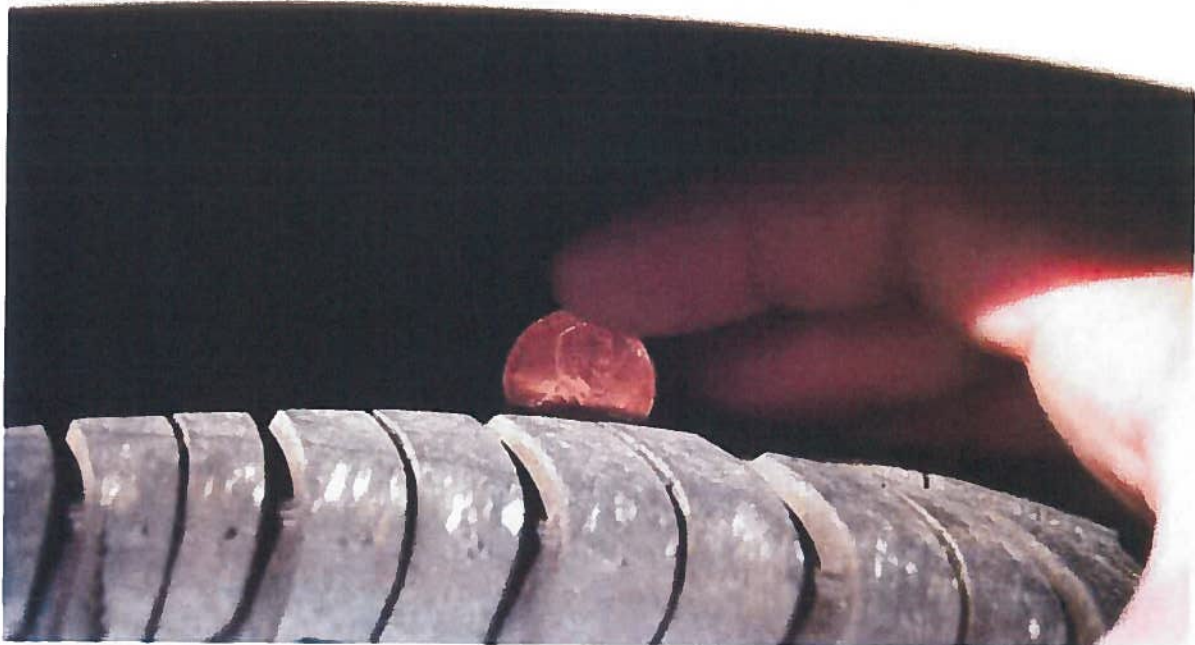




Seatbelt buckled across the driver seat but NOT worn



Teeth marks and dash damage from contact by driver's mouth and face







Crush Energy Analysis Report

Analyst: David H. Jackson #621

Date of report: 01/19/2017 (Supplement)

Service Number: N/A Highland Park crash

Vehicles: 2012 Kia Soul – VIN KNDJT2A63D7537209

On 01/11/2017, Officers Jackson was contacted by University Park PD Officer Jason Baxter in reference to a request for crush analysis on a vehicle involved in a crash in Highland Park, Texas. The vehicle was brought to the rear parking lot of Mesquite PD by a wrecker driver. The vehicle is pictured below:



The width of the damage ("W"/"L") was approximately 56 inches and the C measurements were taken at 11.2 inch intervals. The C measurements were taken driver-side to passenger-side (C1 – C6). Six C measurements were taken because the frontal plane was pulled inward. The crush jig was set up 11 feet 3 inches from the rear axle. The C3 measurement was the deepest crush and it did not need to be moved. The midpoint of the damage was approximately -6 inches (toward driver side). The visual PDOF was about 5 degrees. The measurements were taken at bumper level (bumper removed by Officer Jackson to measure the crush) at approximately 22" above ground level. The curb weight of the vehicle (published data/Edmunds) was 2,690 lbs. with a driver weight of about 170 lbs, for a total weight of about 2,860 lbs. There were additional items in the vehicle, so the weight used for this analysis will be 3,100 lbs. Note that any addition of weight will reduce the speed estimate. The rear overhang (per ARAS 360 specs) is 28.74 inches. The overall vehicle length was 162 inches. If you subtract the rear overhang from the overall length, that calculates to 133.26 inches or 11.1 feet. The following crush measurements were obtained:

C1 – 25"
C2 – 19"
C3 – 34"
C4 – 13"
C5 – 15"
C6 – 20"

Since the baseline was set-up 11'3" from the rear axle, this would have been 1.74 inches past where the front of the vehicle originally was prior to the collision. Therefore, 1.74 inches was deducted from each C measurement:

C1 – 23.26
C2 – 17.26
C3 – 32.26
C4 – 11.26
C5 - 13.26
C6 – 18.26

Four inches was then deducted from these measurements to account for the front bumper and tapering:

C1 – 19.26

C2 – 13.26

C3 – 28.26

C4 – 7.26

C5 – 9.26

C6 – 14.26

NHTSA crash test #7612 (2012 Kia Soul) was used to obtain the stiffness coefficients on the Kia. The crash tested vehicle speed was 56.42 kph/35.26 mph). The crash tested vehicle weight was 1448 kg/3185.6 lbs. The width of damage was 1500 mm/59.05 inches. The average crush was 295.16 mm/11.6 inches. A copy of the vehicle detail information sheet from this crash test is attached to this report. Based upon this crash test, stiffness coefficients were calculated for the Kia.

The b_1 (slope defined as change in speed/change in crush measured in mph per inch) was calculated:

$$b_1 = \frac{v \text{ (ips)} - b_o \text{ (ips)}}{c \text{ (avg crush)}}$$

$$b_1 = \frac{35.26 \times 1.466 \times 12 - 5 \times 1.466 \times 12}{11.6}$$

$$b_1 = 45.89$$

The A coefficient (maximum force per inch of damage which will not cause permanent damage measured in pounds per inch) was calculated:

$$A = \frac{(w)(b_o)(b_1)}{gW}$$

$$A = \frac{(3185.6)(87.96)(45.89)}{32.2 \times 12 \times 59.05}$$

$$A = 563.55$$

The B coefficient (linear spring stiffness or crush resistance per inch of damage width measured in pounds per inch squared) was calculated:

$$B = \frac{wb_1^2}{gW}$$

$$B = \frac{(3185.6)(45.89^2)}{32.2 \times 12 \times 59.05}$$

$$B = 294.01$$

The G coefficient (the energy dissipated without permanent damage) was calculated:

$$G = \frac{A^2}{2B}$$

$$G = \frac{563.55^2}{2(294.01)}$$

$$G = 540.09$$

The following is a summary of the calculated coefficients for this analysis:

$$A - 563.55$$

$$B - 294.01$$

$$G - 540.09$$

These values were then placed into the following crush formula:

$$E = \frac{W}{5} \left[5G + \frac{A}{2} (C_1 + 2C_2 + 2C_3 + 2C_4 + 2C_5 + C_6) + \frac{B}{6} (C_1^2 + 2C_2^2 + 2C_3^2 + 2C_4^2 + 2C_5^2 + C_6^2 + C_1C_2 + C_2C_3 + C_3C_4 + C_4C_5 + C_5C_6) \right] (1 + \tan^2 \theta)$$

Vehicle Damage and Energy Relationship - 6 Measurements

(width of damage) W = 54.00 in.	A = 543.55	C ₁ = 10.26 in.	C ₂ = 7.26 in.
O = 590.00	B = 294.61	C ₃ = 13.26 in.	C ₄ = 9.26 in.
θ = 5.00	w = 3100 lbs	C ₅ = 20.26 in.	C ₆ = 14.26 in.

$$E = 11.2 \left[2700.45 - 42152.54 - (-49.00 + 3834.67) \right] 1.01$$

$$E = 11.2 \left[2700.45 - 42152.54 - 187905.42 \right] 1.01$$

$$E = 11.2 \times 232799.41 \times 1.01$$

$$E = 2,554,511.1 \text{ ft-lbs} \quad \text{or} \quad 218,896 \text{ ft-lbs}$$

$$v = \sqrt{\frac{30E}{w}}$$

$$v = \sqrt{30 \times 2,554,511.1 \times \frac{1.01}{3100}}$$

$$v = \sqrt{24,477.30}$$

$$v = 156.45 \text{ mph} \quad (\text{BEV})$$

$$S = 46 \text{ mph}$$

$$s = \sqrt{\frac{30E}{w}}$$

$$s = \sqrt{30 \times 2,554,511.1 \times \frac{1.01}{3100}}$$

$$s = \sqrt{63,6683.38}$$

$$s = 25,232.58$$

$$S = 46 \text{ mph} \quad (\text{BEV})$$

$$v = 46 \text{ mph} \quad (\text{BEV})$$

This calculated to 218,896 foot pounds of energy necessary to damage the Kia. This energy was then placed into the speed from kinetic energy formula:

$$S = \sqrt{\frac{30E}{w}}$$

$$S = 46 \text{ mph}$$

Conclusion: Based upon the crush damage, the Kia was traveling at about 46 mph when it collided with the tree.

David Jackson #621
Mesquite PD Traffic Unit
Crash Reconstructionist
CDR Tech/Analyst

DRUG WEIGHT REPORT

(Submit with Drugs in Temporary Evidence Locker)

1 of 1

Defendant(s): **DECEASED**

Case #: 17-917

7759

Item/Tag # _____ Date/Time: 1-11-17 @ 11:52 a Init/Ent #: SP 665 Init/Ent #: ED 65L

Weight With/Without Packaging = 0.0390 oz @ 1.09 g Est Package Wt (g): 0.4 g Substance Meth

Item/Tag # _____ Date/Time: _____ @ _____ Init/Ent #: _____ Init/Ent #: _____

Weight With/Without Packaging = _____ oz @ _____ g Est Package Wt (g): _____ Substance _____

Item/Tag # _____ Date/Time: _____ @ _____ Init/Ent #: _____ Init/Ent #: _____

Weight With/Without Packaging = _____ oz @ _____ g Est Package Wt (g): _____ Substance _____

Item/Tag # _____ Date/Time: _____ @ _____ Init/Ent #: _____ Init/Ent #: _____

Weight With/Without Packaging = _____ oz @ _____ g Est Package Wt (g): _____ Substance _____

DO NOT WRITE BELOW THIS LINE

Package # 1 Items: _____ Sealed Pkg Wgt = 25.759

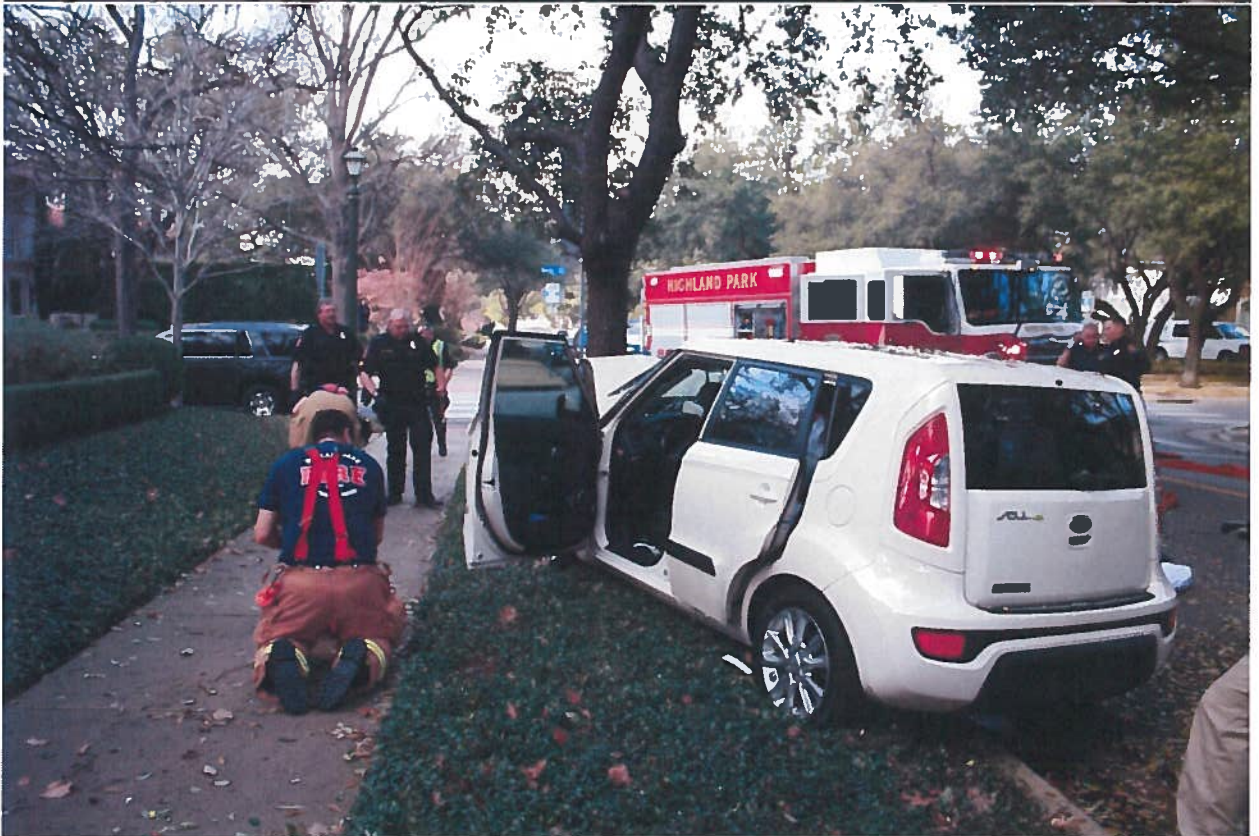
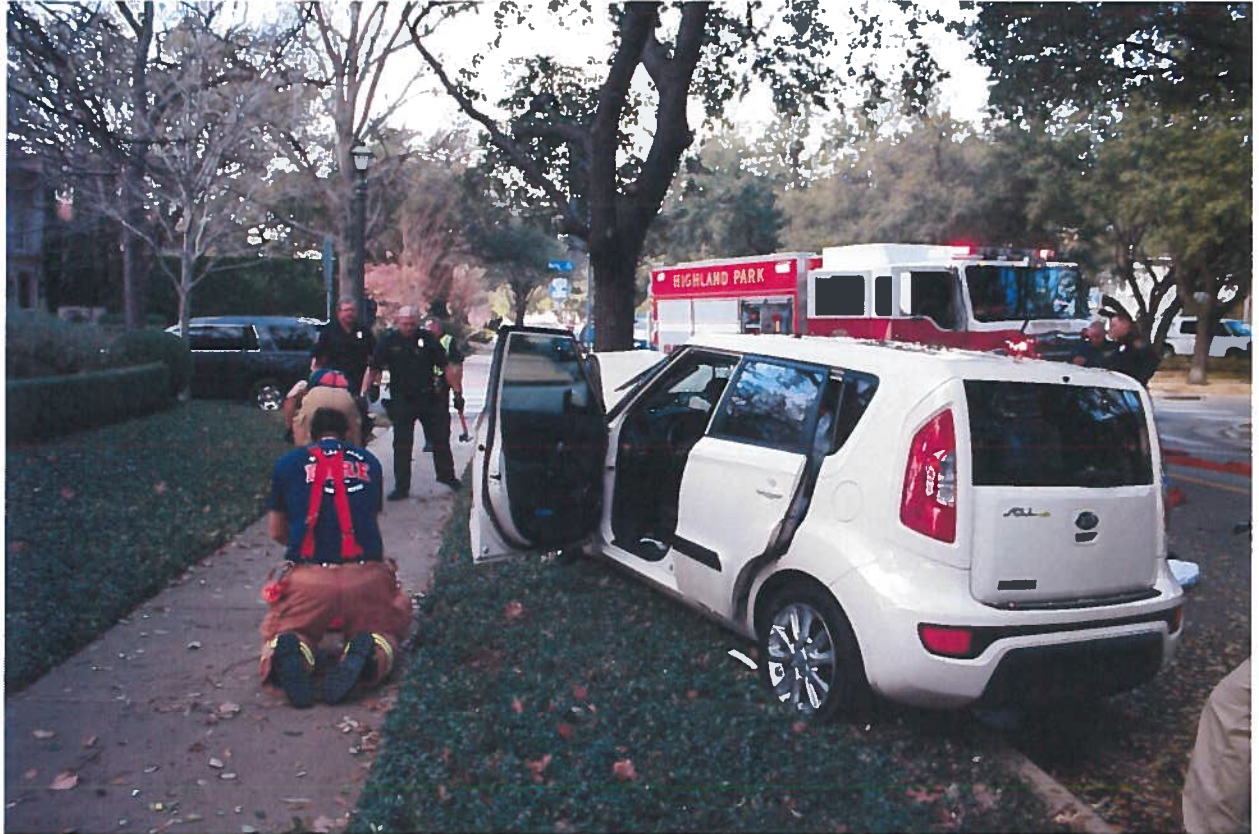
Package # _____ Items: _____ Sealed Pkg Wgt = _____

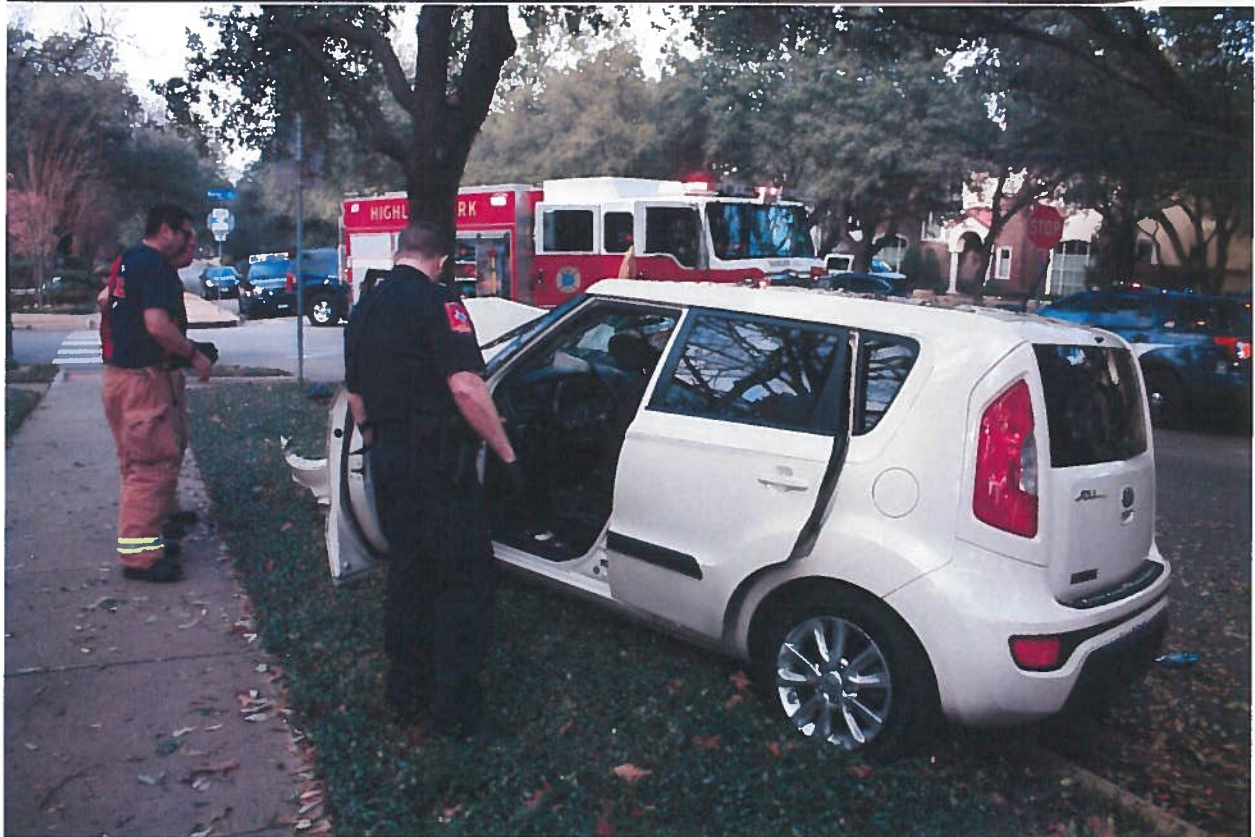










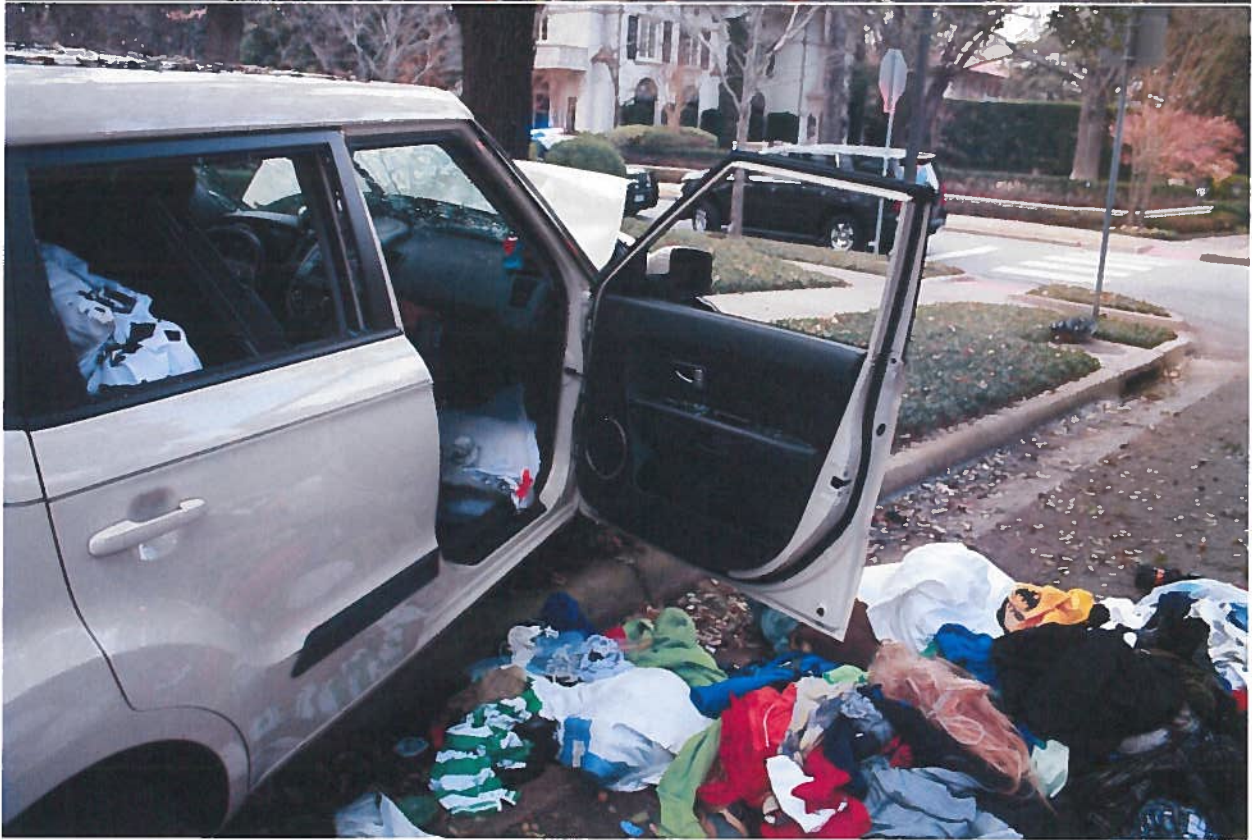


























HP DPS Case Report Detail



Print Date/Time: 03/02/2017 13:39
Login ID: khannon
Case Number: 2017-00000917

Highland Park Department of Public Safety
ORI Number: TX0571300

Case Details:

Case Number: 2017-00000917	Incident Type: Fatality Crash	
Location: 3500 BEVERLY DR Highland Park, TX 75205	Occured From: 01/11/2017 10:00	
	Occured Thru: 01/11/2017 10:00	
	Reported Date: 01/11/2017 10:03 Wednesday	
Reporting Officer ID: 431-Stewart	Status: Closed	Status Date: 02/22/2017
Assigned Bureau: C.I.D.	Disposition: No Further Action Required	Disposition Date: 02/22/2017

Case Assignments:

Assigned Officer	Assignment Date/Time	Assignment Type	Assigned By Officer	Due Date/Time
581-Nance	01/12/2017 08:02	Priority I	454-Garber	

<u>Associated Cases</u>	<u>Status</u>	<u>Assisting ORIs</u>	<u>Role</u>
<u>Modus Operandi</u>		<u>Solvability Factors</u>	<u>Weight</u>
			Total:

Offenses

No.	Group/ORI	Crime Code	Statute	Description	Counts
1	TX0571300	90Z	information Report	Information Report	1



HP DPS Case Report Detail



Print Date/Time: 03/02/2017 13:39
Login ID: khannon
Case Number: 2017-00000917

Highland Park Department of Public Safety
ORI Number: TX0571300

Offense # 1

Group/ORI: TX0571300 **Crime Code:** 90Z **Statute:** Information Report **Counts:** 1 **Attempt/ Commit Code:** Commit

Description: Information Report

NCIC Code:

Offense Status: Closed

Arson Code:

Gang Related: None /Unknown

of Adults:

Property Damage Amt.:

Domestic Circumstance:

Accosting Situation:

Gambling Motivated:

Prior Inv - Offender:

Special Circumstances:

Scene Code:

Alley/Street/Road

Status Date:

02/22/2017

Domestic Code:

Aiding/Abetting:

of Juveniles:

Abandoned Structure:

Carjacking:

Hate Bias Indicator:

Order of Protection:

Anit-reproductive rights crime:

Precipitating Event:

Offense Date: 01/11/2017

Bias/Motivation: No Bias

Occupancy Code:

Child Abuse:

Sub-Code:

IBR Seq. No: 1

Household Status:

Premise Code:

Prior Inv - Victim:

Cargo Theft:

Offender Suspected of Using

Alcohol: No

Drugs: Yes

Computer: No

Aggravated Assault/ Homicide Circumstances #1:

Aggravated Assault/ Homicide Remarks #1:

Justifiable Homicide Circumstances :

Method of Entry Type:

Point of Entry:

Method of Exit Type:

Point of Exit:

Direction of Travel:

Counterfeit Type:

Victim Suspected of Using

Alcohol: No

Drugs: No

Computer: No

Aggravated Assault/ Homicide Circumstances #2:

Aggravated Assault/ Homicide Remarks #2:

Justifiable Homicide Code :

Method of Entry :

of Premises Entered :

Method of Exit :

How Left Scene:

Larceny Type:

Counterfeit Status:

Counterfeit Amount:

Subjects

Type	No.	Name	Address	Phone	Race	Sex	DOB/Age
Victim	1	Loughran, Sarah E	2561 LANDS END DR Carrollton, TX 75006		W	F	



HP DPS Case Report Detail



Print Date/Time: 03/02/2017 13:39
Login ID: khannon
Case Number: 2017-00000917

Highland Park Department of Public Safety
ORI Number: TX0571300

Subject # **1-Victim**

Primary: Yes
Name: Loughran, Sarah E
Address: 2561 LANDS END DR
 Carrollton TX 75006

Victim Type: Individual
Race: W **Sex:** F
Height: 5ft 5 in **Weight:** 155.0 lbs. **Build:**
Eyes: GRN **Hair:** BLN **Age:**
SSN: **DVL #:** **State:**
Resident Status: Not HP Resident **Statement Type:** None
Date: **Custody Status:**

Primary Phone:
Resident Type:
Disposition:

Related Offenses

Group/ORI	Crime Code	Statute	Description
TX0571300	90Z	Information Report	Information Report

Related Weapons

Victim/Offender Relationship

Transported By: HPDPS EMS **Extent of Injury:** **Hospital:**
Domestic Violence: **Domestic Violence Referrals:** **Federal Agencies Involved:**
Condition: Deceased **Medical Treatment:**

Injury Types

Death

Modus Operandi

Missing Person Information

Arrests

Arrest No.	Name	Address	Date/Time	Type	Age
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Property

Date	Code	Type	Make	Model	Description	Tag No.	Item No.
01/11/2017	Damaged During Offense	Vehicle	KIA	SOUL	Damaged during accident		
01/11/2017	Confiscated/Safe Keeping Seized	Drugs/Narcotics			1.09g with package white powder in small baggie	7759	1



HP DPS Case Report Detail



Print Date/Time: 03/02/2017 13:39
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Case Number: 2017-00000917

Highland Park Department of Public Safety
ORI Number: TX0571300

Seq # 1

Tag Number:	Item Number:		
Property Codes: Damaged During Offense	Property Type: Vehicle UCR Value:	Property Class: Initial Value: \$1.00	Date Received: 01/11/2017 Stolen Location:
Quantity:	Unit of Measure:	Measurement Source:	
Description: Damaged during accident		Officer Remarks:	
Make: KIA	Model: SOUL	Style: 4D	Style Desc:
Year: 2012	OAN:	Serial #: KNDJT2A63D753 729	Color: Cream
Condition:	Reg. Type:	Reg. ORI: TX0571300	Reg. Number: 16H6667
Reg. State: TX	Reg. Year:	Reg. Date:	Reg. Expiration:

Recovery Information

Location:	Date:	Code:	Value:
RFOJ?:	ORI:	Recovered Address:	

Associated Subjects

Type	Name	Address	Phone	Notified How	Date
Owner	Loughran, Sarah E	2561 LANDS END DR Carrollton, TX 75006			
Insurance Company:		Policy Number:		Lein Holder:	

Chain of Custody

Date	Transaction	From	From Role	To	To Role
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Seq # 2

Tag Number: 7759	Item Number: 1		
Property Codes: Confiscated/Safe Keeping Seized	Property Type: Drugs/Narcotics UCR Value:	Property Class: Drugs Initial Value:	Date Received: 01/11/2017 Stolen Location:
Quantity: 1.090	Unit of Measure: Grams	Measurement Source:	
Description: 1.09g with package white powder in small baggie		Officer Remarks:	
Make:	Model:	Style: Cocaine (all forms except crack)	Style Desc:
Year:	OAN:	Serial #:	Color:
Condition:	Reg. Type:	Reg. ORI:	Reg. Number:
Reg. State:	Reg. Year:	Reg. Date:	Reg. Expiration:

Recovery Information

Location:	Date:	Code:	Value:
RFOJ?:	ORI:	Recovered Address:	

Associated Subjects

Type	Name	Address	Phone	Notified How	Date
Owner	Loughran, Sarah E	2561 LANDS END DR Carrollton, TX 75006			
Insurance Company:		Policy Number:		Lein Holder:	



HP DPS Case Report Detail



Print Date/Time: 03/02/2017 13:39
Login ID: khannon
Case Number: 2017-00000917

Highland Park Department of Public Safety
ORI Number: TX0571300

Chain of Custody

Date	Transaction	From	From Role	To	To Role
01/11/2017 13:21	Type: Intake Code: Initial Remarks:	665-Joel Padilla		654-Michael Donahoe	

Vehicles

No.	Role	Vehicle Type	Year	Make	Model	Color	License Plate	State
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OfficerID: cstewart, Narrative

**17-917 Information/Vehicle Accident
3500 Beverly Drive
Victim: Sarah Loughran W/F/3-9-82
R/O: C. Stewart 431**

On 1-11-17 at 1003 am, I responded to the 3500 Block of Beverly drive on a report of a major accident. Upon arrival, I found a vehicle that was partially on the parkway, in front of 3529 Beverly. The vehicle had heavy front end damage, from a tree, that the vehicle had struck. The vehicle is a 2012 Kia Soul. It is cream color, with TX paper plate 16H6667, VIN KNDJT2A63D753729.

The horn was honking, and the driver, (later identified as Victim Loughran), was slumped over the steering wheel unresponsive. All doors were locked, rendering the vehicle inaccessible. I noticed cover element Davis, had just arrived, and radioed to Davis to bring his forcible entry tool from his vehicle. Davis was able to break both passenger windows, reach inside, press the unlock button, to allow access to the driver.

HPDPS MICU Med 331 and Engine 331 arrived at scene and began patient assessment. It was determined that the driver was pulseless. The driver was removed from the driver's seat and CPR was started. The driver was transported to Parkland Hospital. Officer Davis drove Med 331 to the hospital, and Padilla rode in the back to assist with patient care. Victim Loughran later died, and the approximate time of death from Hospital staff is 1044 hrs.

While at Parkland Hospital a small baggie of white powdery substance was discovered inside Victim Loughran's clothing. This substance was retained by Padillia, brought back to HPDPS, weighed, and placed into evidence locker 9. The weight with packaging was 1.09g.

HPDPS Traffic Officer Gardner, responded to the accident scene and is completing a crash report. University Park PD accident team arrived at the scene and conducted the investigation, and accident reconstruction. The accident team members are Baxter, Rosales, and Casana. UPPD service number is 17-26.

Victim Loughran was identified by a passport and Texas Inmate ID that was located inside her car. HPDPS Detectives Donahoe and Nance were on scene. They were able to track down Victim Loughran's family. Donahoe made death notification to Victim's father at approx 1553 hrs.

The vehicle was impounded and transported to 777 N. Galloway, for further Crush tests evaluations by Mesquite PD Officer Heath Jackson. Officer Jackson's contact number is 214-288-5255. Officer Jackson is a crush test expert, and will often evaluate vehicles for the UPPD crash team. The vehicle was evaluated in Mesquite, and then transported to 601 Digital Drive by Jordan Towing.

It appears that Victim Loughran was driving w/b 3500 Beverly Drive, lost control of her vehicle, jumped onto the parkway, and struck a tree, Head-on. At the time of report, there is no clear determining factors as to why Victim Loughran lost control. The only other damage was to the tree, which is located in the Town parkway. Damage to the tree is minimal, consisting of bark damage.

TOXICOLOGY:

Evidence Submitted:

The following items were received by the Laboratory from Forensic Pathology:

- 005: Biohazard Bag
- 005-001: Blood, femoral - gray top tube
- 005-002: Urine - red top tube
- 005-003: Vitreous - red top tube
- 005-004: Skeletal muscle - plastic tube
- 005-005: Blood, chest - gray top tube
- 005-006: Blood, chest - gray top tube
- 005-007: Blood, chest - gray top tube
- 005-008: Blood, chest - red top tube

Blood, postmortem

Acid/Neutral Screen (GC/MS)
negative (Item# 005-007)

Alcohols/Acetone (GC)
negative (Item# 005-001)

Alkaline Quantitation (GC/FID)
amphetamine detected (Item# 005-001)
methamphetamine: 1.49 mg/L (Item# 005-001)

Alkaline Screen (GC/MS)
results reported in reflex assays

Carbon Monoxide (Analyzer)
carboxyhemoglobin: 1 % (Item# 005-008)

Marihuana/Cannabinoids (LC/MS)
tetrahydrocannabinol: 3.1 ng/mL (Item# 005-001)

Vitreous

Alcohols/Acetone (GC)
negative (Item# 005-003)



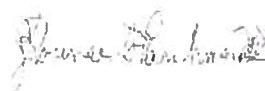
FINDINGS:

1. Blunt force injuries:
 - a. Fracture, maxilla.
 - b. Fractures, right second through eighth ribs and left second through ninth ribs.
 - c. Very large laceration of the heart.
 - d. Transection of the aorta.
 - e. Lacerations of the liver.
 - f. 100 mL right hemothorax.
 - g. 50 mL left hemothorax.
 - h. 150 mL hemoperitoneum.
 - i. Abrasions, lacerations and contusions of the trunk and extremities.
2. Mild thoracolumbar scoliosis.
3. History that the deceased was found with a substance believed to be methamphetamine:
 - a. Track mark, left antecubital fossa.
 - b. Recent puncture mark, left antecubital fossa.
 - c. Methamphetamine present in her blood at autopsy.
4. History that the deceased was the driver of a motor vehicle that swerved across the oncoming lane and hit a tree head-on.

CONCLUSIONS:

It is my opinion that Sarah Elisabeth Loughran, a 34-year-old white female, died as the result of blunt force injuries.

MANNER OF DEATH: Accident



02/13/2017

Janis K Townsend-Parchman, M.D.
Medical Examiner



REC'D MAR 07 2017