



# INCIDENT SCENE RECONSTRUCTION REPORT



## - FORWARD -

*Crash Reconstruction is a comprehensive subject with many facets and specialty fields. A primary responsibility of any crash reconstruction is the documentation and preservation of the available physical evidence. This analysis will be limited to the topics herein. The summary findings at the end of this report are accurate and based on the facts of the event. The author and the Wisconsin State Patrol reserve the right to conduct a more extensive analysis of the available material as the need arises.*

---

**CALL FOR SERVICE (CFS) NUMBER: 000221-2755**

**REPORTING RECONSTRUCTIONIST: TROOPER TRENT P. BETLEY**

**REPORT DATE: 10/3/2022**

## REQUEST FOR ASSISTANCE

Requesting Agency: Ashland Police Department	County: Ashland
Location: US Highway 2 at Turner Road	Date of Incident: 7/22/2022
Date of Request: 7/22/2022	Date on-Scene: 7/22/2022
Time Notified: 1:07 pm	Time Arrived: 1:47 pm

### Supplemental Information:

On July 22, 2022, at approximately 12:26 pm, the Ashland Police Department responded to a three-vehicle fatality crash on US Highway 2 at the intersection with Turner Road. A 2019 Volkswagen Golf, operated by Janet Bewley, was exiting a parking area for Maslowski Park, turning east onto US Highway 2, when it was struck in the front-left corner by a westbound 2019 Honda Civic, operated by Alyssa Ortman. After striking the Volkswagen, the Honda entered into a clockwise rotation, traveled westerly across the center turn lane into lane one of eastbound US Highway 2 and was struck in the driver’s side by a 2010 Ford Escape, operated by Jodi Munson. Ms. Ortman and a rear seat passenger in the Honda received fatal injuries from the crash event. Ms. Bewley and Ms. Munson were transported to Memorial Medical Center in Ashland, Wisconsin for treatment of injuries received from the crash event. This author, who is a crash reconstruction specialist assigned to the Wisconsin State Patrol (WSP) – Technical Reconstruction Unit (TRU), responded to the crash scene to provide technical assistance with the crash investigation. The Ashland Police Department was the primary investigating agency for this crash event, authored the DT4000 crash report and completed other investigative functions surrounding the crash.

## INITIAL OBSERVATIONS

Vehicle #1:	Year: 2019 Make: Volkswagen Damage: Front	Color: Green Model: Golf
Vehicle #2:	Year: 2019 Make: Honda Damage: All Areas	Color: Black Model: Civic
Vehicle #3:	Year: 2010 Make: Ford Damage: Front	Color: Black Model: Escape

Weather Conditions: Clear

Roadway Conditions: Dry

### Supplemental Information:

US Highway 2 is a concrete paved, four-lane highway that travels in an east/west direction in the area of the crash. The eastbound and westbound traffic lanes are divided by a red asphalt paved center turn lane. The eastbound traffic lanes are defined by a painted hash white center line with a painted solid white line defining the left and right outer edges of the traffic lanes. The westbound traffic lanes are defined by a painted hash white center line with a painted double solid yellow line defining the left edge and a painted solid white line defining the right edge of the traffic lanes. The speed limit for US Highway 2 is 45 mph in the area of the crash.

Four tire marks were identified that originated at the south edge of lane one of westbound US Highway 2. These tire marks continued west/southwesterly across the center turn lane and terminated where the Honda came to rest in lane one of westbound US Highway 2. These tire marks defined the travel path (post-impact with the Volkswagen to impact with the Ford) of the Honda.

A large fluid trail was identified that originated at the north edge of the center turn lane, arced southwestly and terminated in lane one of eastbound US Highway 2, at the resting location of the Volkswagen. This fluid trail defined the post impact travel path of the Volkswagen.

## **FORENSIC MAPPING - CRASH SCENE**

Forensic Mapping Method #1: Trimble SX10

Subject: Scene

Data Collection By: Trooper Trent Betley

Rod Person: Trooper Trent Betley

Forensic Mapping Method #2: DJI Mavic 2 Pro

Subject: Aerial Photographs

Data Collection By: Trooper Trent Betley

Rod Person:

### **Supplemental Information:**

This author utilized a Trimble SX10 scanning/survey total station to document the crash scene and residual evidence. The collected data included, but was not limited to, tire marks, fluid trails and resting positions of the three units involved.

This author also utilized the Trimble SX10 to 3D laser scan the crash location and surrounding environment. The vast amount of collected data points are referred to as point clouds. The collected point clouds can be processed and viewed in 3D point cloud processing software and further analysis of the 3D models can be completed.

This author also utilized a DJI Mavic 2 Pro small Unmanned Aerial System (sUAS), to expose two-hundred-ninety-two (292) aerial photographs of the crash scene, residual evidence, and surrounding environment. These photographs were taken in a double grid mapping pattern and can be processed and viewed in photogrammetry processing software.

The collected Trimble SX10 data and aerial photographs were saved and utilized, by this author, in the completion of a scaled diagram of the crash scene.

## **FORENSIC MAPPING - VEHICLES**

Forensic Mapping Method #1:

Subject:

Data Collection By:

Rod Person:

Forensic Mapping Method #2:

Subject:

Data Collection By:

Rod Person:

### **Supplemental Information:**

## **PHOTOGRAPHY**

Photography By: Trooper Trent Betley Agency: WSP

Date: 7/22/2022 Vehicles:  Scene:  Number of Photographs: 202

Photography By: Trooper Trent Betley Agency: WSP

Date: 8/2/2022 Vehicles:  Scene:  Number of Photographs: 84

Photography By: Insp. Ryan Schultz Agency: WSP

Date: 8/2/2022 Vehicles:  Scene:  Number of Photographs: 183

Photography By: Agency:

Date: Vehicles:  Scene:  Number of Photographs:

Supplemental Information:

This author utilized a Canon Rebel T7i DSLR camera to expose one-hundred-thirty-five (135) digital photographs of the crash scene, residual evidence and vehicles involved. This author also utilized a DJI Mavic 2 Pro sUAS to expose an additional sixty-seven (67) aerial photographs of the crash scene and surrounding environment. These photographs are in addition to any photographs exposed by the Ashland Police Department.

## **FORENSIC MECHANICAL VEHICLE INSPECTION**

Mechanical Inspection(s) Performed: Yes *(if yes – See supplemental mechanical inspection report.)*

Vehicle #1 Mechanical Inspection By: Inspector Ryan Schultz

Inspection Location: Pospychalla's Towing Date of Inspection: 8/2/2022

Vehicle #2 Mechanical Inspection By: Inspector Ryan Schultz

Inspection Location: Pospychalla's Towing Date of Inspection: 8/2/2022

Vehicle #3 Mechanical Inspection By: Inspector Ryan Schultz

Inspection Location: Pospychalla's Towing Date of Inspection: 8/2/2022

Supplemental Information:

On August 2, 2022, mechanical examinations were completed on the three vehicles involved in the crash event. Consent was obtained from the registered owners of all three vehicles prior to completion of the examinations. Inspector Ryan Schultz, who is a mechanical inspector assigned to the Wisconsin State Patrol's Technical Reconstruction Unit, completed the three examinations at Pospychalla's Towing in Ashland, Wisconsin. No pre-existing mechanical conditions were noted by Inspector Schultz that would have contributed to the causation of this crash event. See Inspector Schultz's reports detailing his findings from the examinations.

## AIRBAG CONTROL MODULE (ACM) IMAGING

ACM(s) Imaged: Yes *(If yes – See supplemental imaging and or analysis report)*

Vehicle #1 ACM Imaged By: Trooper Trent Betley Date of Imaging: 8/2/2022  
Location ACM Imaged: Pospychalla's Towing Hardware Used: Bosch CDR Kit

Vehicle #2 ACM Imaged By: Trooper Trent Betley Date of Imaging: 8/2/2022  
Location ACM Imaged: Pospychalla's Towing Hardware Used: Bosch CDR Kit

Vehicle #3 ACM Imaged By: Trooper Trent Betley Date of Imaging: 8/2/2022  
Location ACM Imaged: Pospychalla's Towing Hardware Used: Bosch CDR Kit

### Supplemental Information:

On August 2, 2022, the Airbag Control Modules (ACMs) were imaged from the three vehicles involved in this crash event. Consent was obtained from the registered owners of each vehicle prior to the imaging of the ACMs. This author utilized the Bosch Crash Data Retrieval (CDR) kit and CDR software (version 21.5.1) to image the ACMs. The uninterpreted data from all three units was saved and can be used in the future as needed.

## SCENE DIAGRAM

Scene Diagram(s) Completed: Yes

Diagram(s) Completed By: Trooper Trent Betley  
Software Utilized: RealWorks v.12.2, Reveal v.2.8.1.8, Pix4Dmapper v.4.6.4, CrashZone v.10.6.5

### Supplemental Information:

## ADDITIONAL INFORMATION

Commercial Motor Vehicle (CMV) Post-Crash Inspection: No  
CMV Inspection By: Inspection Location:

CMV-EDR Imaging: No  
CMV-EDR Imaging By:

Wisconsin DT4000 Accident Reporting Officer: Officer J. Kroll  
Wisconsin DT4000 Accident Reporting Agency: Ashland Police Department

Digital Video Collected: Yes  
Acceleration Testing: No *(If yes – See supplemental testing and/or analysis report/s)*  
Method:

### Supplemental Information:


## CONCLUSIONS

On July 22, 2022, at approximately 1:07 pm, this author was contacted by the Wisconsin State Patrol – Eau Claire Post Communications Center and advised of the aforementioned crash. This author responded to the crash scene and arrived at approximately 1:47 pm. Once on scene, this author was briefed by Ashland Police Department Sergeant Matt Albertus on the status of the investigation.

The residual roadway evidence, along with damage to the units involved, indicate the westbound Honda struck the Volkswagen in the front-left corner, entered into a clockwise rotation, traveled across the center turn lane into the eastbound traffic lanes of US Highway 2 where it was struck in the driver's side by the Ford.

The crash scene and residual evidence was documented utilizing the Trimble SX10 scanning/survey total station and DJI Mavic 2 Pro sUAS. All collected data was utilized in the completion of a scaled diagram of the crash scene. The scene and vehicle damage were further documented through photography.

Respectfully Submitted,



**Trooper Trent P. Betley**  
CRASH RECONSTRUCTION SPECIALIST  
WISCONSIN STATE PATROL  
TECHNICAL RECONSTRUCTION UNIT