




FINANCIAL CERTIFICATION

OFFICE OF THE STATE AUDITOR

Interlaken Town

Under penalty of perjury, I, Bartlett Smith and Gregory Harrigan, certify that the annual financial report of Interlaken Town for the year ended 6/30/19 fairly presents in all material respects the financial condition and results of operation of Interlaken Town.

Signature:


Chief Administrative Officer

Signature:


Chief Financial Officer

Notes:

- a. This certification is to be submitted with the annual financial report to the Office of the Utah State Auditor.
- b. *Utah Code 11-50-202* designates the **chief administrative officer** as the individual appointed as the chief administrative officer of the political subdivision in accordance with statute; or if a chief administrative officer is not appointed in accordance with statute, the individual designated as the chief administrative officer by the governing body of the political subdivision. In designating a chief administrative officer, the governing body shall designate the individual who holds a managerial or similar position to perform administrative duties or functions for the political subdivision.
- c. *Utah Code 11-50-202* designates the **chief financial officer** as the individual appointed as the chief financial officer of the political subdivision in accordance with statute; or if a chief financial officer is not appointed in accordance with statute, the individual designated as the chief financial officer by the governing body of the political subdivision. In designating a chief financial officer, the governing body shall designate the individual who has primary responsibility for preparing the annual financial report.

Building Fees and Transactions Summary Report

Lot#	Owner	Interlaken Address	Permit Type	Engineering Firm	CO Issue Date	Current Unpaid Epic Bill Amount	Epic Invoice #	Notes	Proposed Adjusted Billing Credit/Debit from 11/12/19 Billing
198	Ball	253 Interlaken	New Construction	Epic		\$ (1,959.50)	20112802	Will be paid to Epic \$1959.50	\$ (1,959.50)
198	Ball Solar	253 Interlaken	Solar Installation	TO					
065	Barton	315 Jung Frau	Remodel	Epic		\$ (1,375.00)	20112808	We never gave Epic the go ahead to inspect - never collected those fees. Need to collect \$575 from Barton for inspections, will pay Epic \$800 for plan review. Agreed to delay \$800 payment until remaining fees collected from Barton.	
165	Borg	259 St. Moritz	Gas line installation	Epic					
193	Branca-Duer	263 Interlaken	Gas Line Connection	Epic					
102	Connor	322 Jung Frau	New Construction	Epic	08/01/18		20106532	Uncollected - need a credit from Epic	\$ 654.28
112	Daines	324 Bern	New Construction	Epic		\$ (51.00)	20112797	Billing for additional work - what was that?	\$ (51.00)
102	Dominion-Connor	322 Jung Frau	Excavation for gas line	Epic					
218	Dominion-Frank	249 Big Matterhorn Way	Excavation for gas line	Epic					
167	Dominion-Hawkins	255 St. Moritz	Excavation for gas line	Epic					
193	Duer	263 Interlaken	Water System Connection	Epic					
172	Ekstrom	355 Bern	Excavation	Epic		\$ (1,075.00)	20112805	Invoice bills \$775 for inspections, original estimate was \$750?	\$ (1,050.00)
218	Frank	249 Big Matterhorn Way	Demo and New Construction	Epic					
043	Gladwin	267 St. Moritz	New Garage	Epic	09/27/19	\$ (1,775.00)	20112798	Refund \$4000 to Gladwin. Pay \$1775 and Remainder \$27.50 goes to State 1% fee	\$ (1,775.00)
167	Hawkins	255 St. Moritz	Water System Connection	Epic					
211	HL-P	259 Big Matterhorn Way	Power Line Relocation	Epic		\$ (200.00)	20112809	This was for HL&P Power line relocation plan review	\$ (200.00)
115	Howard	330 Bern	New Construction	Epic		\$ (2,232.25)	20112794	Epic needs to bill Howard directly	
214	Hunter	276 Big Matterhorn Way	Gas Line Service Installation	TO					
029	McNaughton Remodel	308 Interlaken	Remodel	Epic		\$ (975.00)	20112799	No deposits held, waiting for a CO from Epic. Pay Epic \$975 - verify no additional charges	\$ (975.00)
029	McNaughton Garage	308 Interlaken	New Garage	Epic		\$ (1,950.00)	20112803	Will be paid to Epic \$1950	\$ (1,950.00)
168	Miller	253 St. Moritz	Electric Service Upgrade	Epic		\$ (200.00)	20112800-20112810	Double-billed - should be \$200 as per email	\$ (200.00)
039	Osborne	275 St. Moritz	Remodel	Epic		\$ (1,375.00)	20112806	Will be paid to Epic \$1375	\$ (1,375.00)
211	Parsons	211 Big Matterhorn Way	New Construction	TO					
161	Penman	252 Interlaken	Remodel	Epic		\$ (1,725.00)	20112804	Will be paid to Epic \$1725	\$ (1,725.00)
126	Schneider	336 Interlaken	Heated Driveway Installation	Epic					
011	Sheldon	272 Jung Frau	Remodel	Epic	02/15/19			Instructed Kristine to send him a reimbursement check	
012	Sheldon-Southwick	281 St. Moritz	Excavation - Site Disturbance	Epic		\$ (250.00)	20112807	Will be paid to Epic \$250	\$ (250.00)
203	Simpkins	234 Edelweiss Ln	Landscaping - Excavation	Epic					
119	Soper	333 Bern	HAM Radio Tower Support Structure	Epic					
000	Sprague-Century Link	1300 Interlaken	Electrical upgrade-Century Link service box	Epic					
060	Talbot	299 Interlaken	Excavation Permit	Epic					
129	Wilcox	333 Interlaken	New Construction	Epic		\$ (1,712.87)	20112801	What are additional charges? Also - we need to collect for asphalt repair.	\$ (1,712.87)
202	Wilson	237 Interlaken	New Construction	Epic	10/12/17		20106528	Uncollected - need a credit from Epic	\$ 330.50
NA	Interlaken Town	Contract Work	Generator Pad	Epic	NA	\$ (1,000.00)	20112791	Will be paid to Epic	\$ (1,000.00)
NA	Interlaken Town	Contract Work	DPW Site Design	Epic	NA	\$ (1,478.75)	20112792	Will be paid to Epic	\$ (1,478.75)
TOTAL Payable from 11/12/19 Billing									\$ (14,717.34)

Wasatch County Sheriff Driver Information Exchange

Case Number 1910-0607	Officer CHRIS GOODE
Date & Time of Accident 10/14/2019 12:42:59	Badge Number L9

Location of Accident		
City or Town INTERLAKEN	County Wasatch	Road Where Accident Occurred 363 W BERN WAY
Mile Post Information		

Vehicle # 1 (odd)							
Year (YYYY) 2004	Make FORD	Model F-150 HE	Body Type Pickup			Color WHI	
VIN 2FTRF17284CA25732				Disposition of Vehicle Towed/Disabled			
License Plate Number B973UZ		Plate State UT	Plate Expiration (MM/YY) 01/20				
Driver: Last HANSEN		First CAMERON	Initial BRENT	Driver Phone Number (435) 241-8349			
Owner: Last HANSEN		First RUSSELL	Initial	Owner Phone Number (435) 225-0583		Ins. Appears Valid <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> Same as Driver							
Insurance Company GEICO		Agency/Agent that Sold Policy	Phone (800) 207-7847	Policy Number 4115791644		Effective Date 05/18/2019	Exp. Date 11/18/2019

Vehicle # <input type="checkbox"/> (even)							
Year (YYYY)	Make	Model	Body Type			Color	
VIN				Disposition of Vehicle			
License Plate Number		Plate State	Plate Expiration (MM/YY)				
Driver: Last		First	Initial	Driver Phone Number			
Owner: Last		First	Initial	Owner Phone Number		Ins. Appears Valid <input type="checkbox"/> YES <input type="checkbox"/> NO	
<input type="checkbox"/> Same as Driver							
Insurance Company		Agency/Agent that Sold Policy	Phone	Policy Number		Effective Date	Exp. Date

This REPORTABLE crash is filed under case number 1910-0607.

Please refer to this case number should you need further information. Providing your insurance company with the case number may help to expedite your insurance claim.

If you need a copy of the accident report, contact the following agency:

**Wasatch County Sheriff
1361 S Highway 40 Suite 130
HEBER CITY, UT 84032**

We recommend you notify your insurance company IMMEDIATELY of this accident. Settlement of any claims you have is a civil law matter.

ORIGINAL REPORT ADDITIONAL PERSONS REPORT SUPPLEMENTAL REPORT AMENDED REPORT

TIME	Date of Crash	10/14/2019	Day of Week	Monday	Military Time	12:42:59	DLD Number
	PLACE WHERE CRASH OCCURRED: 51 COUNTY CODE City or Town of Jurisdiction INTERLAKEN						

LOCATION	CRASH OCCURRED: 51 COUNTY CODE City or Town of Jurisdiction INTERLAKEN	Case Number	1910-0607
	ROAD, STREET, HWY 363 W BERN WAY	Latitude	Longitude
	CRASH OCCURRED: 1. AT THE INTERSECTION WITH W JUNGFRAU HILL RD	REPORTABLE CRASH <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

VEH # (Odd)	VIN#	PLATE NUMBER	STATE	EXP DATE	COLOR	MAKE	MODEL	yyyy	OCCUPANT(S)
1	2FTRF17284CA25732	B973UZ	UT	01/20	WHI	FORD	F-150 HE	2004	# 7

DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP	PHONE ()
4	CAMERON	BRENT	HANSEN	361 COTTAGE CREEK COURT, MIDWAY, UT, 84049	(435) 241-8349

DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH	AGE	CHARGE(S)	CITATION #
4	UT	225436278	D		A	09/05/2002	17		

OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP	PHONE ()
	RUSSELL		HANSEN	361 COTTAGE CREEK COURT, MIDWAY, UT, 84049	(435) 225-0583

CARRIER	COMMERCIAL VEHICLE INFO	ADDRESS	PHONE ()

US DOT #	CVSA INSPECTION #	G.C.W.R. / G.V.W.R. (check one)	HAZ MAT RELEASED	HAZ MAT PLACARD # or NAME - CLASS	CARGO (Code)
		<input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> MORE THAN 26,000 lbs	<input type="checkbox"/> YES <input type="checkbox"/> NO		

1st TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH	2nd TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH	3rd TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH
		mm/yy				mm/yy				mm/yy	

SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY:	SEQUENCE OF EVENTS	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT OF THE CRASH
6	25		35	25	<input checked="" type="checkbox"/> Officer <input type="checkbox"/> Driver	(Codes 01 - 69, 96)	69	40	96	96	40

VEHICLE DAMAGE	ESTIMATED DAMAGE	INSURANCE COMPANY	EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER
12	<input type="checkbox"/> NO DAMAGE <input checked="" type="checkbox"/> \$1,000 or MORE	GEICO	05/18/2019	11/18/2019	4115791644

INSURANCE APPEARS VALID	AGENCY/AGENT THAT SOLD POLICY	ADDRESS	PHONE ()
<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO			(800) 207-7847

VEH # (Even)	VIN#	PLATE NUMBER	STATE	EXP DATE	COLOR	MAKE	MODEL	yyyy	OCCUPANT(S)
8									

DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP	PHONE ()

DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH	AGE	CHARGE(S)	CITATION #
8						mm dd yyyy			

OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP	PHONE ()

CARRIER	COMMERCIAL VEHICLE INFO	ADDRESS	PHONE ()

US DOT #	CVSA INSPECTION #	G.C.W.R. / G.V.W.R. (check one)	HAZ MAT RELEASED	HAZ MAT PLACARD # or NAME - CLASS	CARGO (Code)
		<input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> MORE THAN 26,000 lbs	<input type="checkbox"/> YES <input type="checkbox"/> NO		

1st TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH	2nd TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH	3rd TRAILER LICENSE PLATE #	STATE	Exp Date	LENGTH
		mm/yy				mm/yy				mm/yy	

SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY:	SEQUENCE OF EVENTS	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT OF THE CRASH
10					<input type="checkbox"/> Officer <input type="checkbox"/> Driver	(Codes 01 - 69, 96)					

VEHICLE DAMAGE	ESTIMATED DAMAGE	INSURANCE COMPANY	EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER
11	<input type="checkbox"/> NO DAMAGE <input type="checkbox"/> \$1 - \$999 <input type="checkbox"/> \$1,000 or MORE				

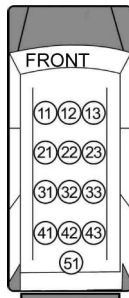
INSURANCE APPEARS VALID	AGENCY/AGENT THAT SOLD POLICY	ADDRESS	PHONE ()
<input type="checkbox"/> YES <input type="checkbox"/> NO			

Work Zone?	Total # of Lanes on Roadway	Damage to Property Other than Vehicles (Name object and state nature)	PROPERTY DAMAGE ESTIMATE
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	2	Guardrail	<input checked="" type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000

Workers Present?	# Vehicles Involved	Name and Address of Owner of Object Struck	Phone ()
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	1	Town of Interlaken	

WITNESSES			
Name	Address	Phone	
Name	Address	Phone	

Law Enforcement Activity	Time Notified of Crash	Arrived at Scene	Date Notified of Crash	Investigation Completed	Field Diagram	Video	Photo(s)
	12:42:59	12:56:53	10/14/2019	12/15/2019	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Digital <input type="checkbox"/> Film



SEATING POSITION

- 11 - Motorcycle Driver
- 21 - Motorcycle Passenger
- 18 - Front Row Other
- 28 - Second Row Other
- 38 - Third Row Other
- 48 - Fourth Row Other
- 50 - Sleeper Section of Cab (Truck)
- 51 - Enclosed Cargo Area
- 52 - Unenclosed Cargo Area
- 54 - Trailing Unit
- 55 - Riding on Vehicle Exterior
- 56 - Seating Position 11, Not Driver
- 57 - Right Side Driver
- 60 - Non-Motorist
- 97 - Other*
- 99 - Unknown

EMS Time Called: 12:44:15 EMS Time Arrived: 12:55:51

Disposition of Vehicle # 1 02 TOWED BY:

Disposition of Vehicle # TOWED BY:

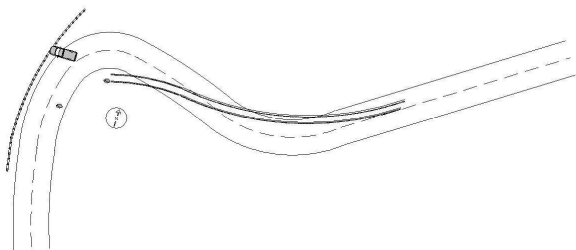
Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extrication
			Level	Area	Cause							

PERSON(S) INVOLVED

VEH # 1	DRIVER	Transported to: 47	BAC	01	11	M	02	04	01	05	01	01	02	00	96	01		
VEH #	DRIVER	Transported to:	BAC															
VEH # 1	FIRST GRACIE	INITIAL C	LAST FORD	DOB 09/17/2004	Age 15	Transported to: 47										BAC		
# 1	Address 415 W 1080 S, HEBER CITY, UT, 84032			Phone (435) 339-7365		02	12	F	03	04	99	02	00	96	00	00	96	01
VEH # 1	FIRST ALLISON	INITIAL GRACE	LAST LEBLEU	DOB 06/08/2004	Age 15	Transported to: 47										BAC		
# 1	Address 2440 S HUCKLEBERRY CT, HEBER CITY, UT, 84032			Phone (337) 278-8944		02	18	F	03	01	03	05	03	02	02	00	96	01
VEH # 1	FIRST FAITH	INITIAL	LAST GAMBLE	DOB 07/31/2005	Age 14	Transported to: 47										BAC		
# 1	Address 598 S 100 W, HEBER CITY, UT, 84032			Phone (435) 315-8607		02	13	F	03	04	03	05	03	02	02	00	96	01
VEH # 1	FIRST LIBERTY	INITIAL	LAST MUGRIDGE	DOB 11/21/2005	Age 14	Transported to: 47										BAC		
# 1	Address 387 W 1080 S, HEBER CITY, UT, 84032			Phone (435) 503-0082		02	51	F	03	04	08	05	00	96	00	01	97	01

DIAGRAM of CRASH NO DIAGRAM - Reason : 1. Officer not at scene 2. Vehicles moved 3. Other _____

DLD#



DESCRIBE WHAT HAPPENED
(Refer to Vehicle by Number)

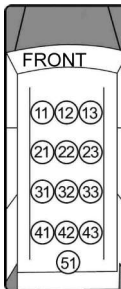
Vehicle 1 was traveling westbound on Bern way. The vehicle was traveling in excess of the posted speed limit in an effort to scare the passengers riding in the bed. The vehicle left the roadway on the passenger side because the speed was too fast for the curve in the road. The vehicle then left the road on the driver side as the road curved the opposite direction. After leaving the roadway the vehicle struck a large boulder on the side of the road. The impact with the boulder redirected the vehicle to the left. The vehicle crossed back across the road and struck the guardrail on the far side of the road. Upon impact 2 of the three passengers riding in the bed under the tonneau cover were ejected out of the bed of the vehicle. One of these was ejected over the top of the vehicle, along with the tonneau cover and landed beyond the guardrail. The other was ejected out of the bed but did not land on the other side of the guardrail.

Ejection Path - Out of the bed of the truck through the tonneau cover.

PRINT	CHRIS GOODE	L9	WCSO	1910-0607	10/14/2019
	OFFICER'S RANK AND NAME	I.D.NO.	DEPARTMENT	CASE NUMBER	SUPERVISOR'S APPROVAL
					DATE OF REPORT

ADDITIONAL PERSONS REPORT FORM

Rev. MAY. 2006 D19A



SEATING POSITION

- | | | |
|---------------------------|--------------------------------------|------------------------|
| 11 - Motorcycle Driver | 50 - Sleeper Section of Cab (Truck) | 57 - Right Side Driver |
| 21 - Motorcycle Passenger | 51 - Enclosed Cargo Area | 60 - Non-Motorist |
| 18 - Front Row Other | 52 - Unenclosed Cargo Area | 97 - Other* |
| 28 - Second Row Other | 54 - Trailing Unit | 99 - Unknown |
| 38 - Third Row Other | 55 - Riding on Vehicle Exterior | |
| 48 - Fourth Row Other | 56 - Seating Position 11, Not Driver | |

ADDITIONAL PERSON(S)

Vehicle #	DRIVER NAME
Vehicle #	DRIVER NAME

Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extrication
			Level	Area	Cause							

PERSON(S) INVOLVED

VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
	JUNIOR CRUZ			07/01/2004	15	47											
# 1	Address			Phone													
	1128 S 820 E; BUILDING 9 ROOM 101, HEBER CITY, UT, 84032			(435) 265-0427		02	51	M	04	08	07	05	00	96	00	00	96
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
	JACKSON PIGOTT			09/15/2004	15	47											
# 1	Address			Phone													
	211 E GREENFIELD CIRCLE 108, HEBER CITY, UT, 84032			(801) 361-5174		02	51	M	04	05	08	02	00	96	00	01	97
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													
VEH	FIRST	INITIAL	LAST	DOB	Age	Transported to:	BAC										
#	Address			Phone													

DLD # _____

WITNESSES

Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____
Name _____	Address _____	Phone _____

ORIGINAL REPORT
 ADDITIONAL PERSONS REPORT
 SUPPLEMENTAL REPORT
 AMENDED REPORT

OFFICER NAME CHRIS GOODE	CASE NUMBER 1910-0607	DATE OF REPORT 10/14/2019
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WASATCH COUNTY SHERIFF'S OFFICE

Deputy Report for Incident 1910-0607

Nature: PI TRAFFIC ACCI
Location: WIE

Address: 363 W BERN WAY
INTERLAKEN UT 84049

Offense Codes: TAPI

Received By: CRYSTAL
BARNEY

How Received: T

Agency: WCSO

Responding Officers: CHRIS GOODE

Responsible Officer: CHRIS GOODE

Disposition: LNG 10/14/19

When Reported: 12:42:59 10/14/19

Occurred Between: 12:41:57 10/14/19 and 12:41:57 10/14/19

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Complainant:

Last:

First:

Mid:

DOB: **/**/**

Dr Lic:

Address:

Race:

Sex:

Phone:

City: ,

Offense Codes

Reported: TAPI Traffic Accident, PersonInjury

Observed:

Additional Offense: TAPI Traffic Accident, PersonInjury

Circumstances

Responding Officers:

CHRIS GOODE

Unit :

L9

Responsible Officer: CHRIS GOODE

Agency: WCSO

Received By: CRYSTAL BARNEY

Last Radio Log: **.*.*.* **/**/**

How Received: T TELEPHONE

Clearance: WORK FLOW

When Reported: 12:42:59 10/14/19

Disposition: LNG **Date:** 10/14/19

Judicial Status:

Occurred between: 12:41:57 10/14/19

Misc Entry:

and: 12:41:57 10/14/19

Modus Operandi:

Description :

Method :

Involvements

Date	Type	Description	Relationship
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Narrative

Synopsis:

I was dispatched on the report of a single vehicle wreck where a single cab pickup truck struck a rock and a guardrail and that two of the passengers were ejected from the vehicle. I arrived and began an investigation. I spoke with the driver and the two passengers on scene. I saw that the vehicle had been traveling too fast for the road and that due to the speed it had been unable to navigate a bend in the road. When the vehicle went off the road to the left side it struck a large boulder on the side of the road. The boulder was struck with the front driver side of the vehicle and the boulder was launched about 30 feet to land on the road. The impact with the boulder changed the direction of the vehicle causing it to go towards the right. In doing so it struck a guardrail and caused significant damage to the guardrail. Had the boulder not been there the vehicle would have continued in its trajectory and launched directly down the hill where the drop was the steepest. Had this happened the vehicle may have gone over the guardrail and rolled down a long embankment. It appeared that striking the boulder absorbed enough energy along with changing the trajectory enough that the vehicle struck the guardrail in a more advantageous place and manner and therefore did not go over the guardrail. While speaking with the three occupants of the vehicle I was informed that two of them had been ejected out of the passenger side door. These two passengers were transported by ambulance to the hospital and the driver was transported to the hospital by private vehicle. I responded to the hospital to continue the investigation where I learned that additional occupants from the vehicle had sought medical attention. In the end I learned that there had been 7 occupants in the vehicle. Four were seated in the cab and three in the bed under a cover.

The driver and passengers in the cab were trying to scare those in the bed by driving fast and going over the crest of what they refer to as disappearing mountain. Due to the speed the driver lost control and struck the rock and then the guardrail. 2 of the passengers in the bed were ejected from the vehicle one went completely over the guardrail and down the embankment. After the wreck the driver did not want to get in trouble for having too many people in his vehicle and for having people in the bed so he sent 4 of the occupants walking down the road. He and the two remaining occupants gave a false account of the events of the wreck and then the driver later gave a false written statement of the events. He later admitted the truth of the story to me. This case is being referred to the Wasatch County Attorney's Office to be screened for possible charges.

Narrative:

I was dispatched on the report of a pickup truck which had struck a rock and then a guardrail. I was advised that two of the occupants had been ejected out the passenger side door. When I arrived EMS was attending to the patients. I made contact with the driver, Cameron Hansen, who explained that he had struck a rock in the road with the left front of his vehicle and this sent him into the guardrail.

I could see that speed had been a factor. There were tracks which showed that the vehicle first went off on the right side of the road and in doing so threw fist size rocks onto the road. The tracks then showed that the vehicle had crossed the road and ran off the road on the left side where the left front of the vehicle struck a large rock and threw the rock approximately 35 feet down the hill where it came to rest on the road. Upon impact with the rock the vehicle was deflected to the right. It crossed the road and struck the guardrail where it caused significant damage to both the truck and guardrail. Upon inspection of the vehicle, which was a single cab pickup truck, I saw that the rear window of the vehicle had been shattered. I also observed that there

was a lot of debris which had come from the bed of the truck and was scattered down the embankment. I saw a spare tire and a generator along with a tonneau cover and tool boxes.

I spoke with Cameron who stated that he was driving that one of his passengers, Jackson Pigott was seated next to him and that Gracie Ford was seated in the far passenger side. He stated that when they hit the guardrail the passenger side door had come open and Grace and Jackson had been thrown from the vehicle and down the hill beyond the guardrail. I saw no damage to the passenger door and did not believe that it was possible that the passengers had been ejected in this manner. It seemed more probable that they had gone through the rear window which was shattered. I spoke with Grace and she confirmed the account that I had been given by Cameron. She stated that she was not wearing her seat belt at the time of the wreck. Cameron had stated that he was the only one in the vehicle who was wearing a seatbelt. I attempted to speak with Jackson, however he was recovering from being ejected and landing down the side of the mountain and I was unable to obtain much information from him and he was shortly transported to the Heber Valley Medical Center. Cameron was seen by EMS and then transported to the Heber Valley Medical Center by private vehicle. Grace was transported by EMS to the Heber Valley Medical Center. I photographed the scene and waited for the tow truck to come remove the vehicle.

Once the vehicle was recovered I responded to the Heber Valley Medical Center, to continue my investigation. While en route to the Heber Valley Medical Center I learned that Cameron had already been released. I met with his father and obtained a copy of the insurance information for the vehicle. I then continued to the Heber Valley Medical Center. Upon arrival I spoke with staff who informed me that they had already 5 patients come into this accident and that they knew of 2 additional passengers who had not yet sought treatment. I was directed to a room where I made contact with, Faith Gamble, Faith indicated to me that she had been seated in the cab of the pickup truck on the passenger side next to the door. Next to her was seated Allison Lebleu and they were sharing the lap belt of the passenger seatbelt. She stated that Grace Ford was seated in the middle next to Cameron and that there were three teenagers under the tonneau cover. She reported these occupants to be Liberty Mugridge, Jackson Pigott and Junior Cruz. She explained that Jackson was ejected from the bed of the truck and flew over the guardrail and down the embankment and that Liberty was ejected to the side of the vehicle and did not go over the guardrail and that Junior was not ejected from the vehicle. Following the wreck the occupants were uncertain where Jackson was and it took some time before they looked over the edge of the road and saw Jackson lying on the ground part way down the hill. When they saw him he was unconscious and just lying there.

After speaking with Faith I went to the lobby of the Heber Valley Medical Center and spoke with Allison Lebleu. Allison confirmed the seating positions.

Following this I went to the room at the hospital where Jackson was being treated. There I spoke with Jackson who stated that he was seated in the middle of the cab. I informed Jackson that I already knew that he was not a passenger in the cab and that I needed him to give me the truth. Jackson admitted that he had been under the tonneau cover and not in the cab. I then spoke with again with Gracie Ford. Initially Gracie tried to give me the same story that she had given on scene. I let her know that I knew that this was not her truth and asked her to be honest with me this time. This time Gracie changed her story and explained the situation in the same way that Allison and Faith explained it to me. I also learned that Jackson and Liberty had been the ones who were actually ejected from the vehicle. I learned that after the wreck some of the occupants wanted to leave and additionally Cameron had realized that he only had three seatbelts in this vehicle. He told them that he could only

have 3 people there when the cops arrived and that 4 of them had to leave. Gracie, who had been the one who called 911, told them that she had given the 911 dispatcher her name along with telling 911 that 2 people had been ejected from the vehicle. It was for this reason that she was one of the ones who stayed on scene along with Jackson who was unable to walk. The others were allowed or told that they needed to leave.

Later in the day I was informed that Junior had come into the Heber Valley Medical Center to be treated. He had expererined an injury to his lower leg when he was slammed into the front of the bed during the accident. He explained that he and the other occupants of the vehicle had meet up during lunch and decided to leave. It was orignally disucssed that they might go to a place that they called dissapearing road or mountain, because of the way that the road appears to dissappear when you come over the crest of a hill. Junior however did not agree to this and had arrainged/informed them that he wanted to be dropped of at a friends house. Instead of being dropped the plans changed and they went to disappearing mountain. While driving there he stated that Cameron was driving crazy, speeding up swerving and slamming on his breaks in what appeared to Junior as an effort to scare or mess with those who were trapped under the bed cover. Junior stated that he did not like the way that Cameron was driving and that he even knocked on the bed of the truck in an effort to get Cameron to stop driving like that. Junior stated that it was funny for those in the cab but for the passengers in the bed it was annoying. Junior also explained that following the wreck he was told by Cameron that he needed to leave because Cameron did not want to get in trouble for having more people in the vehicle than it was designed to hold and for having people in the bed of the truck. Junior told Cameron that he could not walk and that he would rather wait for the amulance, however Cameron told him that he needed to leave.

I then responded to the home of Liberty Mugridge and met with her and her mother. Graice for was also present along with her father. During this conversation I was advised that during the drive it was suggested by Allie to go to dissapearing mountain and Cameron agreed to this. Then as they were getting close to the dissapearing spot Allie was encouraging Cameron to go faster. It was also confirmed that during the drive, prior to the wreck Cameron was driving crazy speeding up braking hard and swerving. I was told that after the wreck it took some time to find Jackson and that it was after finding Jackson and getting him calmed down that they decided to call 911 and it was Gracie who made that call. It was following this call that the determination was made of who was going to leave and who was going to stay.

After finding and speaking with all of the occupants of the vehicle I again made contact with Cameron and requested that he fill out a written statement on one of the Wasatch County Sheriff's Office witness statements. Cameron agreed to fill this out about the wreck and the information which he included conincided with the false account that he had given at the scene of the accident. He knowingly gave false information in his written statement in an effort avoid getting in trouble. After receiving this written statement I informed him that I knew that it was a false statement. Along with the false account of the wreck which he had presented me with earlier in the day and also during this current conversation. Cameron stated that he had lied to me about this because the other people wanted to go and that he did not want to get them in trouble and that he also did not want to get in trouble himself for having too many people in the truck. I told Cameron I that some of the people may have wanted to leave but that was not the case with all of them and that he had told them that there could "only be 3 people here when the cops get here 4 of you have to leave." Cameron then admitted that he had said this. Cameron stated that it was Allie and Grace who suggested that they go to disappearing mountain.

Cameron admitted that they did not drop Junior off because they thought that it

would be fun to take them to disappearing mountain and scare them. Cameron stated that during the drive he was driving fast swerving and brake checking because they were trying to give them a hard time. Cameron also stated that he had not been to disappearing mountain before and was not familiar with the area.

He stated that he ran off the road and hit the boulder because he was going too fast. Cameron also stated that Allison had directed him to where to go and that she wanted him to go faster. He also stated that she had thought that it would be funny to not take Junior to his friend's house but rather go to the disappearing mountain first.

A few days later I spoke with Allison. She stated that the decision to go to disappearing mountain, before taking Junior to his friend's house, was made while they were driving by those in the cab of the truck, but that Grace had sent Junior a snapchat informing him of the change in plans and that he responded "okay." She also stated that Cameron had never been to disappearing mountain and that all three girls in the front of the truck had been there. She told me that all three were telling Cameron to go faster as they approached the crest of the hill. Then she rephrased that and stated that maybe Grace wasn't but that both she and Faith were telling Cameron to go faster.

Conclusion.

I investigated a single vehicle accident where there were 4 people in the cab of a single cab pickup truck and 3 more in the bed under a cover. I arrived and was told by the driver and 2 of the 6 passengers a false account of the accident. The other 4 passengers had left the scene. Through my investigation I was able to learn the correct details of the accident and found that I had been given false information from various subjects. I am referring this case to the Wasatch County Attorney's Office to be screened for possible charges.

End of report
Deputy Chris Goode
Fri Dec 20 03:29:00 MST 2019

Responsible LEO:

Approved by:

Date