According to the police report it was daylight, clear and dry. The speed limit on I-10/Katy Freeway was 60 mph.

No deposition for Mr. Nicholson was provided for review. In court documents he said he was traveling westbound on Katy Freeway when Mr. Barillas changed lanes when it was not safe to do so and struck his vehicle. In medical records, he told providers that he was merging off the ramp when suddenly the 18 wheeler hit his vehicle on the driver’s side. He was going between 55-60 mph when the impact occurred, and his body jerked around inside the vehicle.

No deposition for Mr. Barillas was provided for review. In court documents he said that he was signaling for a lane change when Mr. Nicholson came out of nowhere and struck his truck while he was still within his own lane. He immediately stepped on the brakes to slow down and pulled over to the shoulder. He thought he was going about 60 mph before he began to apply his brakes after the impact.

The police report, authored by Officer Huntsberry, stated that Mr. Barillas was in the # 3 lane and changed lanes when it was not safe to do so and struck Mr. Nicholson’s Dodge.

*Analysis:*

There was likely less than one inch of damage to the Freightliner and as much as 4 inches of damage to the Dodge where the front wheel of the Freightliner gouged into the side of the Dodge. Employing a well-recognized reconstruction program[[1]](#footnote-1), it is possible to estimate the delta V imparted to the Dodge in the subject crash. Using the estimates above, the Dodge would have experienced a delta V of approximately 4.2 mph with a calculated peak acceleration of approximately 3.1 g.

1. HVE EdCrash, Engineering Dynamics Corp. [↑](#footnote-ref-1)