

New Jersey Police Crash Investigation Report
Motor Vehicle Crash Diagram

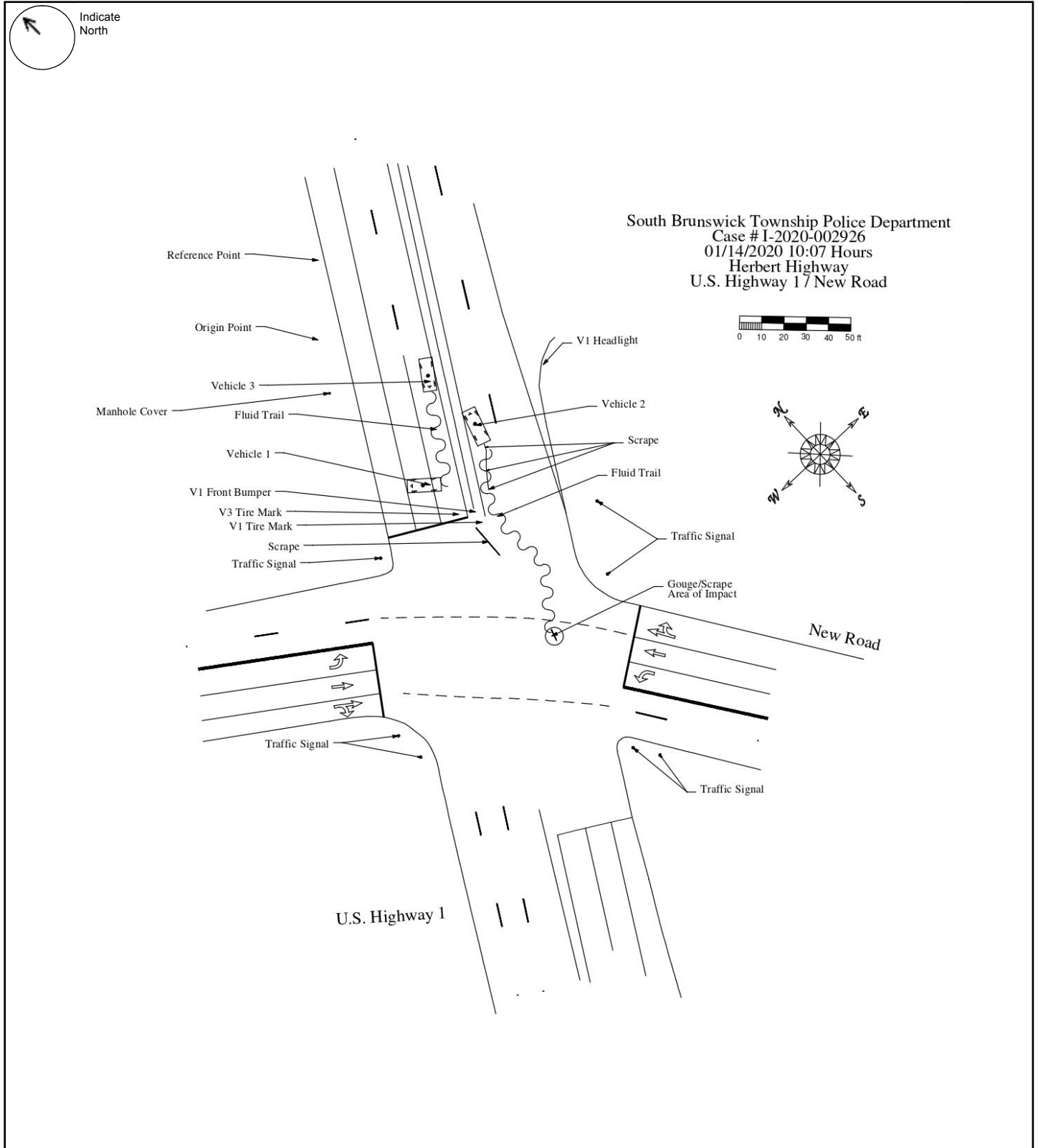
Police Dept: **SOUTH BRUNSWICK POLICE**

Code: --

Station: --

Case No: **I-2020-002926**

144 Crash Diagram (NOT TO SCALE)



PATROLMAN BEARD, WILLIAM J

479

96 01	Page: 1 Of 6		☐ Fatal		New Jersey Police Crash Investigation Report										☒ Reportable		☐ Non-Reportable		☐ Change Report																																																																																																																																																																				
97 01	1 Case Number I-2020-002926				10 Crash Occured On : RT 1 NORTH										N		11 Speed Limit 55		1		-		17		54		118a 03																																																																																																																																																												
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112 --	47 Authority ☐ Owner ☐ Driver ☒ Police										48 Alcohol/Drug Test Type : ☐ Breath ☐ Blood ☐ Urine										49 Hazardous Material Type : ☐ Breath ☐ Blood ☐ Urine										50 Carrier No. ☐ USDOT -- ☐ None										51 Commercial Vehicle Weight ☐ < 10,000 lbs ☐ 10,001 - 26,000 lbs ☐ > 26,001 lbs										80 Carrier No. ☐ USDOT -- ☐ None										81 Commercial Vehicle Weight ☐ < 10,000 lbs ☐ 10,001 - 26,000 lbs ☐ > 26,001 lbs												127a 26																																																																																																														
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New Jersey Police Crash Investigation Report													Case Number I - 2020 - 002926			PAGE <u>2</u> OF <u>6</u>		
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144 Crash Diagram

Show North by Arrow
(Not to Scale)

See Attached Diagram

145 Crash Description

VEHICLE 2 WAS TRAVELING WEST ON NEW ROAD, CROSSING OVER THE INTERSECTION AT ROUTE 1, WHEN THE DRIVER-SIDE OF HIS VEHICLE WAS STRUCK BY VEHICLE 1, WHICH WAS TRAVELING NORTH ON ROUTE 1, APPROACHING THE INTERSECTION AT NEW ROAD.

DRIVER 1'S STATEMENT, DRIVER 3'S STATEMENT, AS WELL AS MULTIPLE WITNESS STATEMENTS, CONFIRMED THAT THE TRAFFIC SIGNAL WAS RED FOR TRAFFIC ON ROUTE 1 AT THE TIME OF THE CRASH. WHILE ON SCENE, DRIVER 2 WAS NOT IN PHYSICAL CONDITION TO PROVIDE A STATEMENT.

AFTER THE INITIAL IMPACT BETWEEN VEHICLE 1 AND VEHICLE 2, VEHICLE 1 STRUCK THE IMPACT ATTENUATOR NORTH OF THE INTERSECTION AND SUBSEQUENTLY STRUCK VEHICLE 3 WHICH WAS IN THE LEFT LANE OF ROUTE 1 SOUTH. AFTER ALL THREE (3) VEHICLES CAME TO FINAL REST, VEHICLE 2 HAD ALREADY BEGUN TO CATCH ON FIRE.

DETECTIVE HOOVER WAS THE FIRST OFFICER TO ARRIVE AT THE SCENE. HE IMMEDIATELY OBSERVED SMOKE AND FLAMES EMANATING FROM UNDERNEATH THE HOOD OF VEHICLE 2, THEREFORE HE UTILIZED A FIRE EXTINGUISHER TO SUBDUE AND PREVENT THE FLAMES FROM SPREADING. THE MVR FOOTAGE FROM UNIT 920 WAS BURNED TO A DISC AND RETAINED WITH THE CASE FILE.

DUE TO THE INJURIES SUSTAINED BY DRIVER 2, AS WELL AS THE LOCATION OF THE IMPACT TO VEHICLE 2, DRIVER 2 WAS ENTRAPPED WITHIN HIS VEHICLE. KENDALL PARK AND MONMOUTH JUNCTION FIRE DEPARTMENTS RESPONDED TO THE SCENE

146 Officer's Signature PATROLMAN BEARD, WILLIAM J	147 Badge No. 479	148 Reviewed By SERGEANT HOLSTEN J	Badge No. 351	149 Case Status ☐ Pending ☒ Complete
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96 01	Page: 3 Of 6		☐ Fatal		New Jersey Police Crash Investigation Report										☒ Reportable		☐ Non-Reportable		☐ Change Report																																					
97 01	1 Case Number I-2020-002926				10 Crash Occured On : RT 1 NORTH										11 Speed Limit		--		--		118a 25																																			
98 01	2 Police Dept. of SOUTH BRUNSWICK POLICE				Code 01		☐ At Intersection with Road Name Dir										12 Route No		Suffix		13 Milepost		118b --																																	
99 02	3 Station/Precinct				--		☐ Feet										☐ N ☐ E		of : --		18 Speed Limit		119a --																																	
100a 01	4 Date of Crash 01 14 20				5 Day of Week Tue		6 Time (use 2400 hrs) 10:07		7 Municipality Code 1221		8 Total Killed --		9 Total Injured --		21 Latitude		20 Route Name/ Route No.		22 Longitude		119b --																																			
100b 04	23 Veh # V3				24 Policy No 4611-46-27-24				25 NJ Ins Code *				53 Veh #				54 Policy No				55 NJ Ins Code				120a 01																															
101 02	☐ Parked ☐ Ped ☐ Pedalcyclist ☐ Resp to Emergency ☐ Hit & Run												☐ Parked ☐ Ped ☐ Pedalcyclist ☐ Resp to Emergency ☐ Hit & Run								120b --																																			
102 01	26 Driver's First Name SRIKANTH MARRIPUDI				Initial Last Name				29 Sex M				56 Driver's First Name				Initial Last Name				59 Sex				121a --																															
103 01	27 Number & Street 63 WINDSOR DRIVE												57 Number & Street				--								121b --																															
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105 04	32 Drivers License No WDLB66R6F2SB				33 DOB mm dd yy 08 30 84		34 Expires mm yy 08 25		62 Drivers License No				63 DOB mm dd yy -- -- --		64 Expires mm yy -- -- --						123 --																																			
106 --	35 Owner's First Name PRATHYUSHA KORRAPATI				Initial Last Name				65 Owner's First Name				Initial Last Name								124 03																																			
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108 01	38 Make MAZDA		39 Model CX-5		40 Color BLUE		41 Year 2019		42 Plate No. BSH0886		43 State WA		68 Make --		69 Model --		70 Color --		71 Year --		72 Plate No. --		73 State --		126b --																															
109 --	44 VIN JM3KFBCM3K0695358				45 Expires 11 20		74 VIN				--				75 Expires -- -- --								126c --																																	
110 01	46 Vehicle Removed To CIRCLE AUTOMOTIVE - 206 DEANS LANE, MONMOUTH JCT N								76 Vehicle Removed To				--								126d --																																			
111 --	☐ Driven ☒ Towed Disabled ☐ Towed Disabled & Impounded								☐ Driven ☐ Towed Disabled ☐ Towed Disabled & Impounded												126e 26																																			
112 --	47 Authority ☐ Owner ☐ Driver ☒ Police								77 Authority ☐ Owner ☐ Driver ☐ Police												127a --																																			
113 --	48 Alcohol/Drug Test Given : ☒ No ☐ Yes ☐ Refused				49 Hazardous Material ☒ None ☐ On Board ☐ Spill				78 Alcohol/Drug Test Given : ☐ No ☐ Yes ☐ Refused				79 Hazardous Material ☐ None ☐ On Board ☐ Spill								127b --																																			
114 --	Type : ☐ Breath ☐ Blood ☐ Urine				--				Type : ☐ Breath ☐ Blood ☐ Urine				--								127c --																																			
115 --	Results : 0. % ☐ Pending				Hazard Class Placard No.				Results : 0. % ☐ Pending				Hazard Class Placard No.								127d --																																			
116 03	50 Carrier No. ☐ USDOT -- ☐ None				51 Commercial Vehicle Weight ☐ < 10,000 lbs ☐ 10,001 - 26,000 lbs ☐ > 26,001 lbs				80 Carrier No. ☐ USDOT -- ☐ None				81 Commercial Vehicle Weight ☐ < 10,000 lbs ☐ 10,001 - 26,000 lbs ☐ > 26,001 lbs								127e --																																			
117 --	52 Carrier name				--				82 Carrier name				--								128 26																																			
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	135 Damage To Other Property				☐ Yes (If yes, describe) ☒ No																131 --																																			
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New Jersey Police Crash Investigation Report Motor Vehicle Crash Description	Police Dept: <u>SOUTH BRUNSWICK POLICE</u> Station: _____	Code: <u>01</u> Case No: <u>I-2020-002926</u>
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145 Crash Description

STATE INCIDENT MANAGEMENT RESPONSE TEAM (IMRT) WAS NOTIFIED OF THE CRASH AND LATER RESPONDED TO THE SCENE TO ASSIST WITH CLOSING THE INTERSECTION WHILE THE SCENE WAS PROCESSED.

THE SCENE AND VEHICLES WERE PHOTOGRAPHED BY PTL. MERKLER AND PTL. BLAKE UTILIZING A DEPARTMENT-ISSUED CAMERA. THIS INCLUDED THE APPROACH OF EACH VEHICLE, AS WELL AS THE AREAS OF IMPACT FOR EACH RESPECTIVE VEHICLE. THESE PHOTOGRAPHS WERE LATER COPIED TO DISCS AND RETAINED WITH THE CASE FILE.

THE SCENE, ROADWAY EVIDENCE, AND POSITIONING OF THE VEHICLES WERE THEN MARKED WITH PAINT. PFC. LEUNG AND PTL. BLAKE THEN MEMORIALIZED THE SCENE BY UTILIZING LASER SCENE MAPPING EQUIPMENT (LTI TRU-ANGLE ENCODER WITH LTI TRU-PULSE 200X). THE SCENE WAS MAPPED TO SCALE AND LATER RECREATED WITH THE USE OF THE CRASH ZONE SOFTWARE.

I HAD INTERVIEWED DRIVER 1 WHILE ON SCENE. HE STATED THAT HE WAS TRAVELING NORTH ON ROUTE 1, IN THE RIGHT LANE APPROACHING NEW ROAD. DRIVER 1 FURTHER STATED THAT HE WAS NOT PAYING ATTENTION, WHICH IS WHEN HE FAILED TO OBSERVE THAT THE TRAFFIC SIGNAL FOR THE INTERSECTION WAS RED. SPECIFICALLY DRIVER 1 STATED THAT HE WAS THINKING ABOUT VARIOUS THINGS GOING ON IN HIS PERSONAL AND PROFESSIONAL LIFE. THIS DISTRACTED DRIVER 1, WHICH ULTIMATELY LED TO HIM NOT OBSERVING THE TRAFFIC SIGNAL FOR THE INTERSECTION. WHEN ASKED, DRIVER 1 STATED THAT AT NO TIME DID HE ATTEMPT TO STOP HIS VEHICLE PRIOR TO IMPACT.

I HAD ALSO INTERVIEWED DRIVER 3 WHILE ON SCENE. HE STATED THAT HE WAS STOPPED IN THE LEFT LANE OF ROUTE 1 SOUTH DUE TO THE TRAFFIC SIGNAL BEING RED. DRIVER 3 THEN OBSERVED VEHICLE 1 COLLIDE WITH VEHICLE 2 WITHIN THE INTERSECTION. AFTER THIS COLLISION VEHICLE 1 CONTINUED NORTH THEREBY COLLIDING WITH THE IMPACT ATTENUATOR, ROTATED CLOCKWISE, AND STRUCK VEHICLE 3. DRIVER 3 FURTHER STATED THAT AFTER HIS VEHICLE WAS STRUCK, IT BEGAN TO ROLL BACKWARDS WHICH IS WHEN HE TURNED OFF THE ENGINE TO THE VEHICLE TO PREVENT IT FROM ROLLING FURTHER.

THERE WERE TWO (2) WITNESSES TO THE CRASH THAT HAD PROVIDED STATEMENTS TO OFFICERS ON SCENE:

FRANCIS SPORER STATED THAT HE WAS STOPPED ON NEW ROAD (KENDALL PARK SIDE), IN THE STRAIGHT-ONLY LANE. MR. SPORER OBSERVED THE TRAFFIC SIGNAL FOR ROUTE 1 TURN RED, THEN SEVERAL SECONDS LATER THE TRAFFIC SIGNAL FOR NEW ROAD TURNED GREEN. AFTER WAITING SEVERAL ADDITIONAL SECONDS, MR. SPORER THEN BEGAN TO PROCEED THROUGH THE INTERSECTION, WHICH IS WHEN HE OBSERVED VEHICLE 1 ENTER THE INTERSECTION AND COLLIDE WITH VEHICLE 2. MR. SPORER STATED THAT VEHICLE 1 HAD NEARLY STRUCK HIS VEHICLE AS WELL. MR. SPORER FURTHER VERIFIED THAT VEHICLE 2 WAS THE ONLY VEHICLE ON THE MONMOUTH JUNCTION SIDE OF THE INTERSECTION, AND THAT VEHICLE 2 HAD ALSO ONLY BEGUN TO CROSS THE INTERSECTION AFTER THE SIGNAL WAS GREEN (FOR NEW ROAD TRAFFIC) FOR SEVERAL SECONDS.

RAYMOND DERRICO STATED HE WAS TRAVELING EAST ON NEW ROAD, APPROACHING THE INTERSECTION FOR ROUTE 1, AT THE TIME OF THE CRASH. MR. DERRICO VERIFIED THAT HE WAS NEAR THE DRIVEWAY FOR THE DAYS INN (208 NEW ROAD) AT THE TIME OF THE CRASH, BUT HE COULD VERIFY THAT THE TRAFFIC SIGNAL FOR NEW ROAD WAS A STALE GREEN AT THE TIME OF IMPACT.

LATER THAT DAY ON 1/14/2020, PFC LEUNG AND PTL. MERKLER FOLLOWED UP WITH DRIVER 2 AT ROBERT WOOD JOHNSON UNIVERSITY HOSPITAL, WHERE THEY WERE ADVISED THAT DRIVER 2 WAS IN STABLE CONDITION, BUT WAS SUFFERING FROM NUMEROUS BROKEN RIBS, AS WELL AS PNEUMOTHORAX (COLLAPSED LUNG). DUE TO THE EXTENT OF INJURIES SUFFERED BY DRIVER 2, HE WAS STILL UNABLE TO PROVIDE A STATEMENT.

ON 1/21/2020, I FOLLOWED UP THIS INVESTIGATION BY GOING TO ROBERT WOOD JOHNSON UNIVERSITY HOSPITAL TO INTERVIEW DRIVER 2. DESPITE THE INJURIES SUSTAINED BY DRIVER 2, HE WAS ABLE TO RECOLLECT ALL THE EVENTS LEADING UP TO THE CRASH. HE STATED THAT HE WAS ON HIS WAY HOME FROM MONROE TWP PRIOR TO THE CRASH. HE FURTHER STATED THAT HE WAS TRAVELING WEST ON NEW ROAD, HAVING JUST NAVIGATED THE WORKZONE THAT WAS ON NEW ROAD, BETWEEN ROUTE 522 AND ROUTE 1, AND WAS THEN APPROACHING THE INTERSECTION WITH ROUTE 1. DRIVER 2 VERIFIED THAT THE TRAFFIC SIGNAL WAS A STALE GREEN (FOR TRAFFIC ON NEW ROAD) UPON HIS APPROACH, AND SUBSEQUENT ATTEMPT TO CROSS THE INTERSECTION. AS VEHICLE 2 PROCEEDED INTO THE INTERSECTION, THAT IS WHEN DRIVER 2 FELT THE IMPACT OF VEHICLE 1 COLLIDING WITH HIS VEHICLE.

INVESTIGATION DETERMINED DRIVER 1 TO BE AT FAULT FOR FAILING TO OBSERVE/OBEY A TRAFFIC CONTROL DEVICE, WHILE SIMULTANEOUSLY OPERATING A VEHICLE IN A CARELESS MANNER. IT SHOULD BE NOTED THAT THE MANNER IN WHICH THIS SPECIFIC TRAFFIC SIGNAL CYCLES ALLOWS FOR A 2-SECOND "ALL CLEAR" PHASE, WHICH IS WHEN ALL SIGNALS FOR THE INTERSECTION ARE RED. THE PURPOSE OF THIS IS TO ALLOW ANY VEHICLES THAT MAY BE WITHIN THE INTERSECTION TO SAFELY CLEAR PRIOR TO CROSS-TRAFFIC STARTING TO ENTER THE INTERSECTION. THIS WOULD THEN MEAN THAT THE TRAFFIC SIGNAL WOULD HAVE BEEN RED (FOR ROUTE 1 TRAFFIC) FOR APPROXIMATELY 4-5 SECONDS PRIOR TO VEHICLE 1 ENTERING THE INTERSECTION AND SUBSEQUENTLY COLLIDING WITH VEHICLE 2.

AT THE TIME OF THIS REPORT, THERE IS NO EVIDENCE THAT DRIVER 1 WAS IMPAIRED, WAS UTILIZING A CELL PHONE, OR WAS OTHERWISE DRIVING IN A RECKLESS MANNER.

DRIVER 1 WAS SUBSEQUENTLY ISSUED THE FOLLOWING SUMMONSES WITH A MANDATORY COURT DATE OF 02/06/2020 AT 09:00 HOURS:...

New Jersey Police Crash Investigation Report Motor Vehicle Crash Description	Police Dept: <u>SOUTH BRUNSWICK POLICE</u> Station: _____	Code: <u>01</u> Case No: <u>I-2020-002926</u>
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(E20001020) FOR FAILURE TO OBSERVE/OBEY A TRAFFIC SIGNAL (39: 4-81)
 (E20001021) FOR CARELESS DRIVING (39: 4-97)
 (E20001022) FOR OBSTRUCTING THE PASSAGE OF OTHER VEHICLES (39: 4-67)

THE DYNAMICS OF THE CRASH ARE AS FOLLOWS: THE FRONT OF VEHICLE 1 STRUCK THE DRIVER-SIDE "A" PILLAR OF VEHICLE 2. THIS CAUSED VEHICLE 2 TO ROTATE CLOCKWISE, WHICH THEN RESULTED IN THE REAR DRIVER-SIDE OF VEHICLE 2 TO HAVE A SECONDARY "SLAP" IMPACT WITH THE REAR PASSENGER-SIDE OF VEHICLE 1. THIS IMPACT ROTATED VEHICLE 1 CLOCKWISE UNTIL THE DRIVER-SIDE "A" PILLAR OF VEHICLE 1 STRUCK THE IMPACT ATTENUATOR. DUE TO VEHICLE 1'S MOMENTUM, VEHICLE 1 THEN ROTATED CLOCKWISE AROUND THE ATTENUATOR, WHICH IS WHEN THE REAR OF VEHICLE 1 STRUCK THE FRONT OF VEHICLE 3.

VEHICLE 1 CAME TO FINAL REST IN THE SOUTHBOUND LANES OF ROUTE 1, NORTH OF NEW ROAD AND FACING WEST. VEHICLE 2 CAME TO FINAL REST IN THE LEFT LANE OF ROUTE 1 NORTH, NORTH OF NEW ROAD FACING NORTH. VEHICLE 3 CAME TO FINAL REST IN THE LEFT LANE OF ROUTE 1 SOUTH, NORTH OF NEW ROAD FACING SOUTH.

*BOX 25 (PAGE 3)- GEICO INDEMNITY COMPANY (PHONE# 1-800-841-3000), POLICY PERIOD 11/1/2019 - 5/1/2020.

*BOXES 27, 28, 37 & 38 (PAGE 3)-- DRIVER 3 AND THE OWNER OF VEHICLE 3 RECENTLY MOVED FROM WASHINGTON STATE TO NEW JERSEY, THEREFORE RESIDING WITH A FRIEND IN PINE BROOK, NJ. THE REGISTERED ADDRESS FOR DRIVER 3 AND THE OWNER OF VEHICLE 3 IS AS FOLLOWS:

14484 NE 36TH STREET, APT. L11, BELLEVUE, WA 98007.

PATROLMAN BEARD, WILLIAM J

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NJTR-1A (Rev. 01/17)

Officer's Signature

Badge Number