



Pedestrian SIR-Highway Accident Brief

Attachment 1: Maryland State Crash report and Reconstruction

Riverdale, Maryland

HWY16SH009

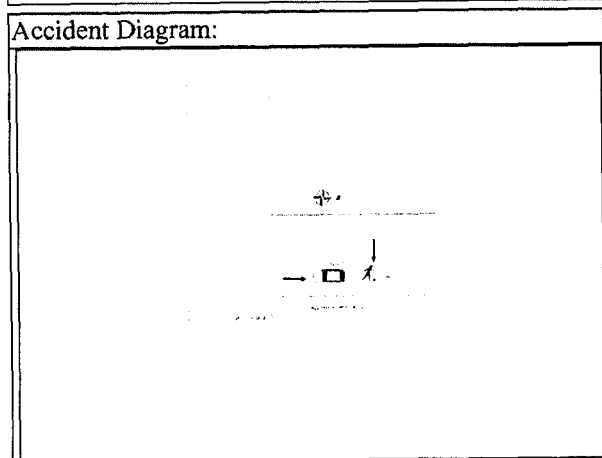
(14 pages)

Report Number:
DA1482000T

State of Maryland Motor Vehicle Crash Report

Reporting Agency:
PRINCE GEORGE'S COUNTY POLICE

Case Information:			
Report Type: Fatal Crash	County: Prince George's	Municipality: N/A	
Local Case No.: PP16042400001794	Local Codes:	Crash Date: 4/24/2016	<input type="checkbox"/> Photos Taken
Investigating Officer: CPL F. Carson - 1482		Crash Time: 09:21 PM	
Location:			
GPS X-Coordinates: -76.9181370735168		GPS Y-Coordinates: 38.9672004018053	
Main Road: KENILWORTH AVE		Route #: MD201	
Intersecting Road: RIVER RD		Intersecting Route #: CO5409	
Mile Point: 4.38	Mile Point Direction: N	Distance: 0 F	Distance Direction: N



Narrative:
<p>UNIT 1 WAS NORTHBOUND ON KENILWORTH AVE APPROACHING RIVER ROAD. UNIT 2 (PEDESTRIAN) WAS ATTEMPTING TO CROSS KENILWORTH AVE FROM WEST TO EAST. UNIT 1 STRUCK UNIT 2 IN THE NUMBER 1 LANE OF THE ROADWAY. UNIT 2 (PEDESTRIAN) WAS TAKEN TO PRINCE GEORGE'S HOSPITAL WHERE HE DIED FROM HIS INJURIES. A RECONSTRUCTION REPORT WILL FOLLOW.</p>

Crash Type:			
Collision Type: Single Vehicle		Harmful Event Two: N/A	
Harmful Event One: Pedestrian		School Bus Involved: Not Involved	
Fixed Object Struck: N/A		Const./Maint. Loc.: 	
Const./Maint. Zone: No		Const./Maint. Closure: 	
Workers Present: 			

Road/Area:			
Lane No.: 1	Lane Dir.: N	Lane Type: 	
No. of Lanes: 2	Rd. Alignment: Straight	Rd. Grade: Level	
Rd. Division: Two-Way, Divided, Positive Median Barrier	Traffic Control: Traffic Signal	TC Functioning: Yes	
Intersection: Four-Way Intersection	Inter. Area: Intersection		
Junction: Intersection			

Conditions:			
Road Condition: No Defects		Contrib - Road: N/A	
Weather: Clear		Contrib - Environment: N/A	
Surface Condition: Dry		Light: Dark Lights On	

Vehicle 1 (KKC461):

Basic Information

Registration: [REDACTED] Tag State: [REDACTED] Exp Year: **2016** VIN #: **2T1BR181E3W** [REDACTED]
Year: **1998** Make: **TOYOTA** Model: **COROLLA** Body Type: **Passenger Car**
Insurer: **UNK** Policy #: **UNK**
Towed Vehicle: **N/A**

At Fault/Citation(s)

At Fault: **No** Citation Issued: **No** Citation Code: _____

Owner

First: **ANGELINE** Middle: **SUVEN** Last: **SATHYASHEELAPPA**
Street: [REDACTED] Home Phone: _____
City: [REDACTED] State: [REDACTED] Zip: [REDACTED] Other Phone: _____

Driver:

DL #: [REDACTED] DL State: **MD** DL Class: **C** CDL: **No**
First: **ANGELINE** Middle: **SUVEN** Last: **SATHYASHEELAPPA**
Street: [REDACTED]
City: [REDACTED] State: [REDACTED] Zip: [REDACTED] Home Phone: _____
DOB: [REDACTED] Sex: **F** Other Phone: _____

Safety Equip.: **Shoulder/Lap Belt(S)** Equip. Problem: **No Misuse** Airbag Deployed: **Not Deployed**

Alch. Test Given: **N/A** Alch. Test Type: _____ BAC: _____
Substance Use: **None Detected** Drug Test Given: **N/A** Drug Test Result: _____

Condition: **Apparently Normal** Ejected: **Not Ejected/Trapped**
Injury Severity: **No Injury** EMS Unit: _____ EMS Run Number: _____

Impact & Damage

First Impact: **One Oclock** Areas Damaged: **One Oclock**
Main Impact: **One Oclock**
Most Harmful Event: **Pedestrian**
Damage Extent: **Functional** Fire: **No**

Circumstances

Going Direction: **N** Continuing Direction: **N** Vehicle Movement: **Moving Constant Speed** Speed Limit: _____
Left Scene: **No** Driverless Vehicle: **No** Emergency Vehicle: **No** **35**
Special Function: **N/A**

Contrib. Circumstances Person: **N/A**
Driver Distracted By: **Not Distracted** Contrib. Circumstances Vehicle: **N/A**

Sequence of Events: **Struck Non-Motorist**

Towing

Towed: **No** Removed By: _____ Removed To: _____

END - Vehicle 1 (KKC461)

Non-Motorist BERRIOS JOSE:

DL#: DL State: DL Class:
First: **JOSE** Middle: **SAMUEL** Last: **BERRIOS**
Street: **UNKNOWN**
City: **UNKNOWN** State: **MD** Zip: **00000** Home Phone:
DOB: **[REDACTED]** Sex: **M** Other Phone:

Citation Issued: **No** Citation Code:

Type: **Pedestrian** Condition: At Fault: **Yes**
Safety Equip.: **N/A** Injury Severity: **Fatal Injury**
EMS Unit: **A** EMS Run Number: **UNKNOWN**

Alch. Test Given: **N/A** Alch. Test Type: BAC:
Substance Use: **Unknown** Drug Test Given: **N/A** Drug Test Result:

Unit (Vehicle) Number that Struck: **1** Movement: **Cross/Enter At Intersection**
Location: **On Roadway Not At Crosswalk** Visibility: **Dark Clothing**
Obey Traffic Signal: **N/A** Actions: **No Improper Actions**

EMS Unit A (AMBULANCE 79):

EMS Type: **Ground Transport**

Taken to: **PRINCE GEORGE'S HOSPITAL**

State of Maryland Motor Vehicle Accident Report

Report No. DA1482000T	Page of 1 of 9	Accident Date 4/24/2106	Accident Time 2121	Report Type Fatal	Local Case Number PP16042400001794	Photos Yes
Investigating Officer ID Cpl. F. Carson #1482	Agency and Area DA B3	Supervising Officer ID 1st Sgt. J. L. Ianni #1192	Code and Municipality 128 Riverdale Park	County 16		

Reconstruction/Report of Investigation

LOCATION:

Kenilworth Avenue (MD0201) at River Road (CO5409) Riverdale Park, (Prince George's County, Maryland

DATE/TIME:

April 24, 2016
2121 hours/9:21 P.M.
Sunday

TYPE OF COLLISION:

Pedestrian Struck (ACRS Type 03)

SUBSEQUENT EVENTS:

None

WEATHER:

Clear, warm, temperature about 53 Degrees Fahrenheit
The roadway was dry at the time of the collision.

ROAD TYPE:

Kenilworth Avenue in the area of the collision is a six lane roadway of asphalt construction with two lanes running north and four lanes running south. The northbound lanes are through lanes. On the southbound side of the roadway there are three through lanes and one lane which is dedicated to traffic turning from southbound Kenilworth Avenue onto westbound River Road.

The northbound lanes have a wide, paved shoulder on the east side, which is separated from the roadway by a solid painted white line.

The individual lanes are delineated by painted white broken lines. The north and southbound lanes of the roadway are separated by a wide grass and dirt median strip. River Road intersects with Kenilworth Avenue from east and west at a signalized intersection. This intersection is controlled by automatic traffic signals. There are no marked pedestrian crosswalks at the intersection.

The area of the collision is level. The speed limit in the area of the collision is 35 mph.

IDENTIFICATION:

DRIVER #1:

Angeline Suven **SATHYASHEELAPPA**

[REDACTED]

DOB: [REDACTED]

Maryland Driver's License: [REDACTED]

License Status: Valid, Class [REDACTED]

Condition at time of collision: Apparently Normal

Seatbelt in use at the time of the collision

Injuries Sustained: **NONE**

PEDESTRIAN#1:

Jose Samuel **BERRIOS**

[REDACTED]

FATAL INJURIES SUSTAINED

Condition at the time of the crash: Intoxicated

Toxicological tests performed by the Maryland Office of the Chief Medical Examiner yielded the following results:

Blood Heart:	Ethanol	0.20%
Blood Femoral:	Ethanol	0.27%
Vitreous:	Ethanol	0.30%
Blood Heart:	Drug Test (Comprehensive)	Negative

NEXT OF KIN:

[REDACTED] notified by PFC **BLANCO** #101, Riverdale
Park Police at 2230 hours

Address: [REDACTED]

VEHICLE #1:

Blue 1998 Toyota Corolla [REDACTED] owned by:

Driver #1 **SATHYASHEELAPPA**

STATEMENTS:

Driver #1 **SATHYASHEELAPPA**

The driver remained at the scene and fully cooperated with the investigation. The driver, in her oral statement, said that she was driving on Kenilworth Avenue, away from East-West Highway. She stated that she was in lane #2, approaching River Road, and had a green traffic signal in her favor. As she approached the intersection she saw the pedestrian suddenly in front of her, and applied her brakes and tried to take evasive action. She was unable to avoid the pedestrian and struck him in the roadway. After the crash the driver said that she stopped and pulled off of the roadway and called 911 for assistance.

WITNESSES:

WITNESS #1

PFC BLANCO #101
Riverdale Park Police
5004 Queensbury Road
Riverdale Park, Maryland 20737
(W) 301 927-4343

This witness was the first officer who arrived at the scene of the crash.

SITE EXAMINATION:

I was notified of the collision and responded immediately to the scene. The crash scene had been secured by patrol officers from the Riverdale Park Police and all traffic had been diverted to facilitate the on scene investigation. Items of evidence important to the investigation were located and marked with optic orange spray paint. Digital photographs of the striking vehicle and scene were taken at this time. Measurements which accurately depict the scene were taken. These measurements are depicted on the **DIAGRAM OF FINAL REST**. During the direct examination of the scene the following observations were made:

General topographic observations as noted in **ROAD TYPE**.

The striking vehicle was on the scene, but not in its position of final rest. After the impact the driver, who remained at the scene, moved her vehicle out of the roadway.

There were tire skid marks located on the roadway from vehicle one. These marks begin in the #2 lane of northbound Kenilworth Avenue, south of the intersection with River Road. The marks continue into the intersection, where they end. The beginning of the tire mark indicates the response point of the driver's perception/response behavior.

An area of glass fragments from the vehicle is spread out across the second lane north of the intersection and the shoulder of the roadway. Fragments of bloody glass are also found in that area.

The left and right shoes of the pedestrian are located on the shoulder of the roadway north of the intersection.

An area of blood and tissue smears marks the final rest location of the pedestrian, also on the shoulder of the roadway.

The skid marks left by vehicle #1 were measured for length with the following results:

Left Skid Mark: 52 Feet
Right Skid Mark: 40 Feet

The distance from the area of impact with the pedestrian to the final rest position of the pedestrian was measured.

Distance: 52 Feet

Based upon tissue and cloth smears the pedestrian's tumble distance, once on the ground, was measured.

Distance: 25 Feet

MEASUREMENTS:

Measurements were taken using the coordinate method. A base point was established 19 feet west of PEPCO Pole #823412-209. A baseline was then extended north and south along the white line of the shoulder of the roadway. All measurements were taken perpendicular to this line.

The measurements are depicted on the **DIAGRAM OF FINAL REST**. The measurement log is included with this report.

VEHICLE EXAMINATION:

VEHICLE #1:

The vehicle was examined at the scene of the crash. During the direct examination of the vehicle the following observations were made:

Make: Toyota
Model: Corolla
Year: 1998
VIN: [REDACTED]
Registration: [REDACTED]
Color: Blue

There is damage on the right front (passenger side) bumper of the vehicle below the headlight. This is the first point of impact between the pedestrian and the vehicle.

The passenger side front turn signal assembly is torn from its mount from the impact with the pedestrian.

There is an area of scratches on the passenger side fender of the vehicle.

There is an area of scratches and scrubbing of roadway grime from the hood of the vehicle, on the passenger side leading edge of the hood. This damage is near the damage on the passenger side fender.

The area of scrub extends along the passenger side of the hood of the vehicle.

There is damage to the windshield of the vehicle near the base of the windshield on the passenger side of the vehicle. There is a second area of windshield damage above this. There is tissue and hair located within these areas of damage. Both areas are at the "A" pillar of the vehicle.

These areas of damage indicate that the pedestrian was struck by the passenger side front of the vehicle and traveled along the passenger side fender and hood. The pedestrian's head struck the windshield near the "A" pillar.

There was no other damage to the vehicle which can be associated with this crash.

INVESTIGATION:

While on the scene of the crash I observed the function of the automated traffic signals. They were found to be working properly.

The area was checked for video cameras. None were located.

CALCULATIONS:

The following data was used to calculate the minimum speed of Vehicle #1 at the beginning of its skid:

Left Skid Mark:	52 feet
Right Skid Mark:	40 feet
Average Skid Length:	46 feet
Coefficient of Friction:	0.75 -0.80
Braking Efficiency:	0.60

Using the Basic Skid to Stop Formula the speed of vehicle #1 was calculated to be between 24 and 26 mph.

The following data was used to calculate the minimum speed of the pedestrian from impact with the ground to final rest:

Tumble Distance:	25 feet
Coefficient of Friction:	0.90 – 1.0

Using the Basic Skid to Stop Formula the speed of the pedestrian was calculated to be between 25 mph and 27 mph.

The calculations involving the vehicle alone and the pedestrian alone yielded similar results.

SEQUENCE OF EVENTS:

Vehicle #1 was northbound on Kenilworth Avenue in lane two, being driven by **SATHYASHEELAPPA**. Vehicle #1 was approaching the intersection with River Road, and had a green traffic signal.

The pedestrian **BERRIOS** was attempting to cross the roadway from west to east, and was in the #2 lane of northbound Kenilworth Avenue. The pedestrian was crossing against the traffic signal.

Vehicle #1 struck the pedestrian in lane #2 of northbound Kenilworth Avenue. After the impact the driver **SATHYASHEELAPPA** brought her vehicle to a stop and pulled the vehicle from the roadway and called 911 for assistance.

The pedestrian **BERRIOS**, after the impact, came to arrest on the east shoulder of the roadway. The pedestrian **BERRIOS** was taken to Prince George's Hospital where he was pronounced dead.

The driver **SATHYASHEELAPPA** declined medical treatment at the scene.

CONCLUSIONS:

The pedestrian **BERRIOS** unsafely crossed in the path of a vehicle (Maryland Transportation Articles 21-502(b)).

The pedestrian **BERRIOS** failed, when not in a crosswalk, to yield the right of way to an approaching vehicle (Maryland Transportation Articles 21-503(a)).

The driver **SATHYASHEELAPPA** was operating her vehicle between 24 mph and 27 mph at the time of the crash.

There is no evidence that the driver **SATHYASHEELAPPA** was impaired by alcohol or any drugs other than alcohol at the time of the crash.

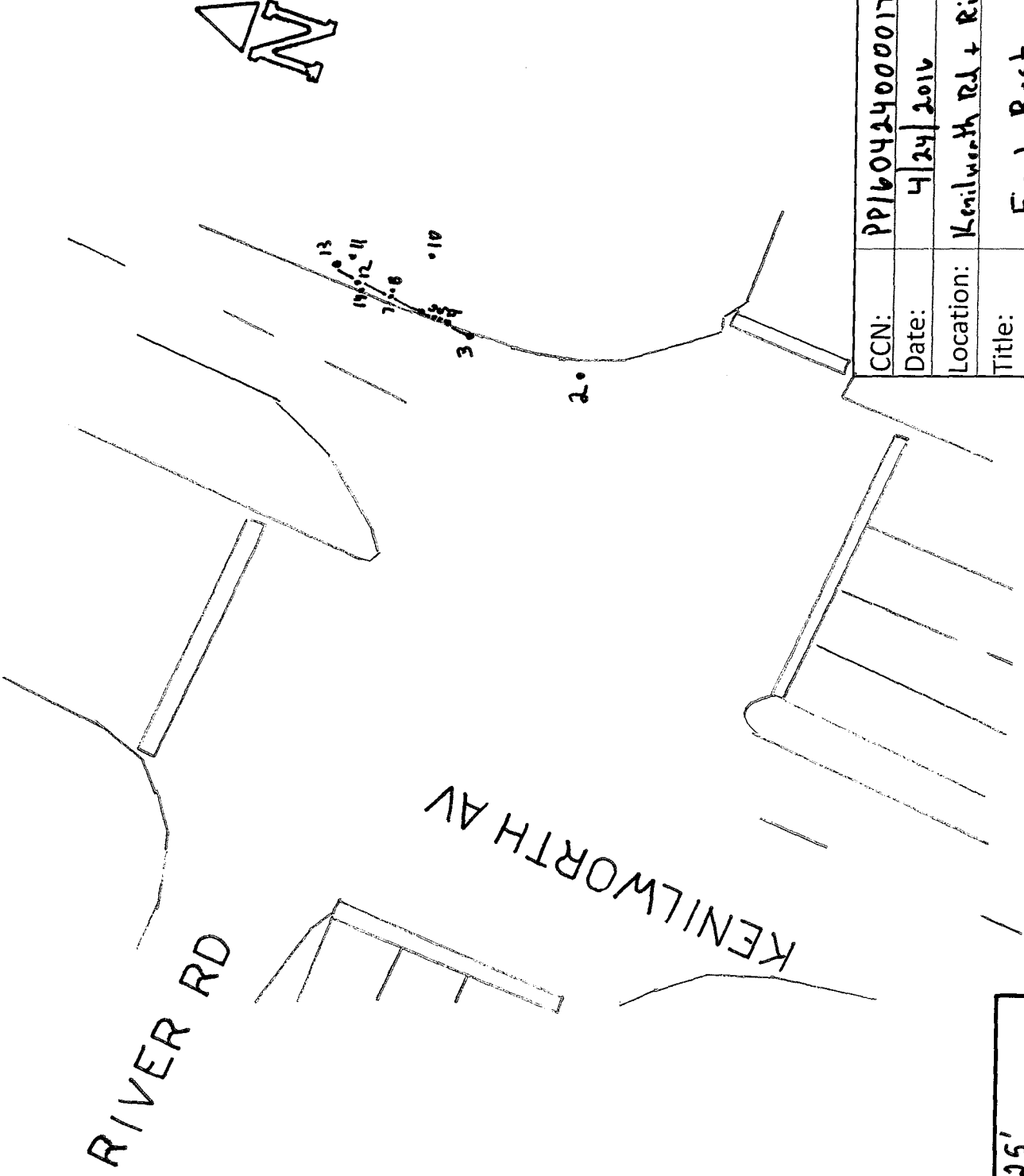
The pedestrian **BERRIOS** had been consuming alcohol and was intoxicated at the time of the crash.

CLOSURE:

The case will be closed **EXCEPTIONALLY**, pending review by the Prince George's County State's Attorney's Office.

Measurement Log

Point	North	South	East	West	Description
1	0.0		0.0		Point of Origin
2	18.0		3.0		Hat
3	40.0		0.0		Blood
4	44.0		1.0		Glass
5	49.0		1.0		Blood
6	46.0		1.0		Glass
7	45.0		1.0		Glass
8	55.0		2.0		Glass
9	55.0		3.0		Glass
10	51.0		11.0		Right Shoe
11	64.0		6.0		Left Shoe
12	61.0		2.0		Blood
13	66.0		4.0		Ped Final Rest
14	60.0		0.0		Blood



CCN:	PP1604240001794
Date:	4/24/2016
Location:	Kenilworth Rd + River Rd
Title:	Final Rest

Scale: 1" = 25'