

SURVIVAL FACTORS ATTACHMENT

Commonwealth of Pennsylvania Police Crash Report PA 2020-22464

Mount Pleasant, PA

HWY20MH002

(14 pages)

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Commonwealth of Pennsylvania

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Rear Reflectors?

Head Lights?

	00 TX ÅD/CASE Nu	mber: F	PA 2020-582	162	Commo	nwea	lth of	Pennsy	/Ivani	a				PAGE	5
	ash Involves				- 1	Police	Crash	Report		REPORT	ABLE				
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Vehicle	Cargo Body T BUS				Vehicle Confi	DACH						- I-s		GVWR 05070	00
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Information	Phone Numb	er		ransport TRANSPOR	TED	1	on Type SSENGE	R		Ge F		jury Se ATAL	verity INJURY	<u> </u>	
4	اد	· .				Medi NO	cal Facility NE								
Page	Seat Position						Equipment IE USED /	1 NOT APP	LICABLE		Safety Equip		OT APF	LICABLE	
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	Airbag	NOT AF	PLICABLE												

	O TX	ASE Number: PA	2020-58264	Commo	nwe	alth of	Pennsylva	nia 🕟				PAGE 6
		nvolves:	2020-58264	1	Police	e Crash	Report	REPO	RTABLE			
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Inform	EMS	Agency			1	lical Facility	,	· · ·				-
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CRASH SYNOPSIS

This crash occurred as unit#2 came upon a bus that was disabled from a previous crash. The bus was resting on its passenger side blocking both westbound lanes of traffic. Unit#2 struck the bus on the under carriage at the front of the bus. After impacting with the bus, the FedEx truck/trailer was then struck by a UPS truck/trailer.

CRASH DETAILS

- 21

This crash was located in Mt. Pleasant Township, Westmoreland County. Pennsylvania Turnpike Interstate 70 is a five lane, divided highway with three eastbound lanes and two westbound lanes with a center concrete barrier dividing both east and west lanes. Both eastbound and westbound lanes have usable asphalt berms. Street lights and other sources of ambient lighting are not prevalent in the area of this crash. At the time of this crash, there was precipitation in the form of snow and the roadway was wet. This crash occurred at the 86.1 westbound mile marker. This crash occurred as a direct result of the previous crash involving the bus. Cross Reference Incident# PA202-22463 for details of that crash. The details of the third crash are documented on Crash Report# PA 2020-67134. The National Transportation Safety Board was contacted by Pennsylvania State Police Troop T Highspire Desk Personnel on 01/05/2020 due to the five fatalities in the three crashes.

This crash occurred as unit#2 was traveling west on Pennsylvania Turnpike Interstate 70 in the right westbound lane. Unit#2 was negotiating a curve to the left and came upon unit#1, disabled from a previous crash, that was resting on its passenger side blocking both westbound lanes. The operator of unit#2 attempted to bring his vehicle to a stop and while doing so, he steered to the left. The operator of unit#2 was unable to bring his vehicle to a stop and impacted with the bus on the under carriage at the front of the bus. After impacting with the bus, unit#2 was struck in the rear of the trailer by unit#3. This impact pushed unit#2 west into the bus causing the trailer of unit#2 to break away from the tractor. The trailer came to rest on the center concrete barrier and the tractor came to rest against unit#1. During this event, two passengers from the bus were pinned beneath the trailer of unit#2 between the left landing gear of the trailer and the center concrete barrier. After unit#3 struck the rear of the trailer of unit#2, unit#3 struck the bus and jack knifed. At this time, the cab of unit#3 came apart and the passenger of unit#3 that was riding in the sleeper berth was ejected from the vehicle.

Upon my arrival at the scene, all three vehicles were in their final points of rest. Unit#1 was lying on its passenger side facing southwest partially blocking both westbound lanes. The tractor of unit#2 was facing northwest with the front of the tractor resting against the undercarriage of unit#1 in the area of the front wheels. The trailer of unit#2 that was broken away from the tractor, was resting atop the center concrete barrier with the front of the trailer hanging over the barrier into the left eastbound berm facing southwest. The tractor of unit#3 was resting against the rear of unit#1 facing southeast. The trailer of unit#3 was resting against the tractor of unit#3 facing northwest.

Physical evidence observed at the scene consisted of severe damage to the front end of unit#2. The cab appeared to have been broken away from the chassis and was leaning to the left. The rear of the trailer of unit#2 was crumpled in and the left rear bulkhead was leaning out. Damage to unit#3 consisted of severe damage to the entire tractor. The cab appeared to have been broken into pieces and the trailer of unit#3 was damaged in the front. For further details relative to the examination of the physical evidence, refer to the Supplemental Report by Trooper Jordan SHAULIS of the Pennsylvania State Police Troop A Collision Analysis Reconstruction Specialists Unit.

The crash scene was processed by Trooper First Class Nicholas IERA of the Pennsylvania State Police Troop A Greensburg Forensic Services Unit. All photos taken at the scene will be retained at Pennsylvania State Police Troop A Greensburg Barracks. Cross Reference Incident# PA2020-22463 and PA2020-67134 for details of his investigation.

PAGE 10

Crash Involves:

CAD/CASE Number: PA 2020-58264

Police Creek Den

Police Crash Report

*REPORTABLE

State Police Vehicle

Local Police Vehicle

O DUI

Fatality

Work Zone

◯ Hit and Run ◯ ATV

Snowmobile

(Commonwealth Vehicle

Local Gov Vehicle

CRASH DETAILS

(*) Commercial Vehicle

The crash was reconstructed by Trooper Jordan SHAULIS of the Pennsylvania State Police Troop A Collision Analysis Reconstruction Specialists Unit. Trooper SHAULIS will supplement this report with a scale diagram and table of measurements. Troop SHAULIS was assisted at the scene by Collision Analysis Reconstruction Specialists Unit members Corporal Todd STEPHENSON, Troop B, Trooper Cory ROLAND, Troop A, and Trooper Edmund SICHLER Jr., Troop D.

There were no interviews conducted at the scene relative to this investigation as the operator of unit#1 and unit#3 were deceased and the operator of unit#2 was already transported from the scene prior to my arrival. The operator and passenger of unit#3 were pronounced deceased at the scene by Westmoreland County Deputy Coroner Joshua ZAPPONE on 01/05/2020 at approximately 0547 hours and the two bus passengers were pronounced deceased at the scene on 01/05/2020 at approximately 0549 hours. Trooper Marnie JOHNS, Pennsylvania State Police Troop T Somerset, attempted to interview the operator and passenger of unit#2 on 01/05/2020 but, both refused to speak with her regarding the crash. The operator and passenger of unit#2 were interviewed later on the date of the crash by members of the National Traffic Safety Board and those interviews were not made available at the time of this report completion.

A Fatal Crash Entry was made via the Pennsylvania State Police INET by Trooper First Class James TAJC, Pennsylvania State Police Troop T New Stanton on 01/06/2020 at approximately 0243 hours.

I was assisted at the scene by Corporal James C. DEPAOLO, Trooper First Class James TAJC, Trooper First Class Richard DEFRANK, and Trooper First Class Charles PRAVLIK of the Pennsylvania State Police Troop T New Stanton Barracks, Mount Pleasant Fire Department, Chestnut Ridge Fire Department, Youngwood Fire Department, Norvelt Fire Department, Kecksburg Fire Department, and Saltlick Township Fire Department.

A Notice of Crash Investigation will be mailed to the owners of units 1, 2, and 3 and the Pennsylvania Turnpike Commission.

A formal Public Information/News Release was prepared and submitted by Corporal Holly Reber BILLINGS, Troop T Public Information Officer on 01/05/2020.

An Autopsy was performed on the bus passengers and the operator and passenger of unit#3 on Monday 01/06/2020 by Doctor Cyril H. WECHT and Pathology Associates. The manner of death for the operator of unit#3 was listed as blunt force trauma to the head, chest and extremities. The manner of death for the passenger in unit#3 is listed as blunt force trauma to the head and torso. The manner of death for bus passenger Eileen ARIA is listed as blunt force trauma to the head, torso and extremities. The manner of death for the female juvenile bus passenger is pending.

Next of Kin Notification was made to the operator of unit#3's wife, Angela KEPNER, via telephone on 01/05/2020 at approximately 1550 hours. The Next of Kin Notification to the passenger (co operator) of unit#3 was made to his wife, Kathleen KEHLER, via telephone on 01/05/2020 at approximately 1600 hours. The Next of Kin Notification for the nine year old female bus passenger was made in person at Frick Hospital Emergency Room to her mother, Lucero VAZQUEZ on 01/05/2020 at approximately 1815 hours. The deceased female was identified by pictures of her clothing. The second female bus passenger Next of Kin Notification was made via telephone to her father, Erdal GULERTEKIN, on 01/05/2020 at approximately 1920 hours. All Next of Kin Notifications were made by Westmoreland County Deputy Coroner Joshua ZAPPONE.

Supplemental to follow pending receipt of the Collision Analysis Reconstruction Report and the Autopsy Reports and Toxicology Reports.

Unit#1, unit#2, and unit#3 were all towed from the scene to Herring Motors secure lot for further investigation by the Pennsylvania State Police Motor Carrier Safety Administration Program members and the National Traffic Safety Board. Supplemental to follow pending receipt of the supplemental reports by the

-500 TX CAD/CASE	Number: PA	2020-58264		wealth of Pennsylvan	·	PAGE 11
Crash Invol		,		lice Crash Report	REPURTABLE	
	O DUI	Fatality	Hit and Run	Commercial Vehicle \ Hit ar	Run State Police Vehicle	O Local Police Vehicle
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Pennsyl investiga		Police Motor	Carrier Safety A	Administration Program	members assigned to	assist with the crash
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CRASH DETAILS

investigation by the Pennsylvania State Police Motor Carrier Safety Administration Program members and the National Traffic Safety Board. Supplemental to follow pending receipt of the supplemental reports by the Pennsylvania State Police Motor Carrier Safety Administration Program members assigned to assist with the crash investigation.

The Pennsylvania State Police Troop T Officer of the Day, Lieutenant Sondra KLEPSKY, was notified on 01/05/2020 at approximately 0354 hours.

A Pennsylvania Turnpike Plan X was implemented on the eastbound lanes of Pennsylvania Turnpike Interstate 70 from exit 75 New Stanton to exit 91 Donegal and westbound from exit 161 Breezewood to exit 75 New Stanton to facilitate crash investigation. The Plan X was in effect from approximately 0430 to approximately 1817 hours on 01/05/2020.

The drivers licenses for both the driver and passenger of unit#3 were never located. The only identification located in the wreckage was a UPS Identification Card for the driver of unit#3 and several personal items on the passenger. All of the items were recovered by Westmoreland County Deputy Coroner Joshua ZAPPONE and were transported with the bodies from the scene. The adult female did not have any Identification on her person and she was eventually identified by her boyfriend from pictures of tattoos on her body.

This investigation continues.

On 04/24/2020 I received the Autopsy and Toxicology Reports pertaining to the above listed crash via my Department email. The Autopsy Report pertaining to ARIA confirms that her cause of death is due to blunt force injuries to the head, torso, and extremities. There were no substances of abuse found in her toxicology. The Autopsy Report pertaining to VAZQUEZ confirms that her cause of death is due to blunt force injuries to the head and neck. There were no substances of abuse found in her toxicology. The Autopsy Report pertaining to KEPNER, (operator of unit#3), confirms that his cause of death is due to blunt force injuries to the head, torso, and extremities. An ethanol level of 13 mg/dl and duloxetine level of 130 ng/ml was present in his toxicology. The Autopsy Report pertaining to KEHLER, (passenger in unit#3), confirms that his cause of death is due to blunt force injuries to the head and torso. There were no substances of abuse found in his toxicology. All Autopsy and Toxicology Reports were printed and placed in the Crash Attachment File.

Supplemental to follow pending receipt of Collision Analysis Reconstruction Report.

Crash Involves:	(A)			Commonwealth of Pennsylvania (AD) Police Crash Report		
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Pennsylvania State Police Motor Carrier Safety Administration Program members assigned to assist with the crash investigation.

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This investigation continues.

On 07/17/2020, I received the Collision Analysis Reconstruction Report pertaining to the above named crash via my station mailbox. The direct result of this crash was determined to be operator error on the part of the operator of unit#1, the initial single vehicle crash which initiated the subsequent crashes. While the operator of unit#1 could not be interviewed, environmental factors and mechanical defects were eliminated as contributing factors. The road surface was wet at the time of the crash; however, numerous other vehicles negotiated the curve without incident. Due to limited pre impact roadway evidence, and a lack of witnesses, the actual error made by the operator of unit#1 cannot be readily identified.

The Collision Analysis Reconstruction Report will remain with the crash attachment file located at Pennsylvania State Police Troop T New Stanton Barracks.

This investigation is closed.