

Motor Carrier Attachment 25:

NJSP Crash Investigation Report

Cranbury, NJ; 06/07/2014 HWY14MH012

(18 pages)

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New Jersey Police Crash Investigation Report

Police Dept: STATE POLICE Code: 02

Motor Vehicle Crash Description

Station: CRANBURY STATION Case No:

(Refer to vehicle by number)

Veh Occ	Pos In/On	Eject	Phys Cond	Age	Sex	Loc Inj	Type Inj	Ref Med	Equip Avail	Equip Used	Bag Depl	Hosp Code	
83	84	85	86	87	88	89	90	91	92	93	94	95	Names & Addresses of Occupants - If Deceased, Date & Time of Death
V5	06	01	1	26	M	-	1	1	04	04	-	•	
V6	01	01	•	33	М	•	-	1	09	04	1	•	
V6	03	01	-	28	М	•	•	1	04	04	1	•	
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V6	06	01	-	26	F	•	-	1	04	04	-	-	

Page #1, Box #25: UNKNOWN

Page #1, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #1, Box #55: LANCER INSURANCE COMPANY

Page #1, Box #109: LIMOUSINE VAN

Page #1, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #2, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #2, Box #55: PROGRESSIVE

Page #2, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #3, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #3, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

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NJTR-1 (rev. 03/2006)

Page 4 of 13

(Refer to vehicle by number)

Veh Occ	Pos In/On	Eject	Phys Cond	Age	Sex	Loc	Type Inj	Ref Med	Equip Avail	Equip Usod	Bag Depi	Hosp Code	
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V6	03	01	-	28	M	-	-	1	09	04	-	•	
V6	04	01	-	68	M	-	-	1	04	04	•	-	
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V6	06	01	-	26	F	-	-	1	04	04	-	-	

with Vehicle #2 pushed Vehicle #3 northbound causing Vehicle #3 to strike the rear of Vehicle #5, a white Ford F150 bearing NJ registration During the collision, Vehicle #1 entered the left lane and struck the left rear of Vehicle #6, a gray Nissan Altima bearing NJ registration H95DUJ. After the collision with Vehicle #6, Vehicle #1 continued northbound before entering the left shoulder and striking the left side metal guardrail and concrete barrier.

Five rear occupants of Vehicle #2 sustained injuries during the collision.

serious injuries and was flown by NorthStar Medivac to Robert Wood Johnson University Hospital in New Brunswick for evaluation and treatment of his injuries.

sustained injuries and were transported by ambulance to Robert Wood Johnson University Hospital for evaluation and treatment of their injuries.

sustained injuries during the crash and was pronounced deceased at the scene by Dr. of Robert Wood Johnson University Hospital at 0153 hours. Next of kin notification was made by SSGT.

LOCATION:

This crash occurred on the New Jersey Turnpike SNO roadway in the area of milepost 71.4 in Cranbury Township, Middlesex County. In this area, the New Jersey Turnpike consists of twelve lanes of travel. In the northbound direction, there are six lanes of travel, consisting of three northbound inner lanes, hereafter known as the SNI roadway, and three northbound outer lanes, hereafter known as the SNO roadway. The SNO and SNI roadways are separated by a metal guardrail. In the southbound direction, there are six lanes of travel, consisting of three southbound inner lanes, hereafter known as the NSI roadway, and three southbound outer lanes, hereafter known as the NSO roadway. The NSO and NSI roadways are separated by a metal guardrail. The NSI and SNI roadways were closed due to construction of the respective roadways. Once completed, the NSI and SNI roadways will be separated by a concrete barrier.

The SNO roadway consists of three lanes, all approximately 12 feet in width. The center lane is bordered by the right and center lanes, and is delineated by a clearly mark white painted skip line. The right lane is bordered on the right by a paved shoulder, and is delineated by a clearly marked solid white painted fog line. The right shoulder is approximately 14 feet in width, and is bordered on the right by a metal guardrail. The left lane is bordered on the left by a paved shoulder, and is delineated by a clearly marked solid yellow painted fog line. The left shoulder is approximately 10 feet in width and is bordered on the left by a metal guardrail. The left guardrail merges into a concrete barrier for the concrete supports of the Cranbury Station overpass before returning to a metal guardrail.

In the area of this crash, the SNO roadway is a nominally straight and level, blacktop roadway. A pre-warning/staging zone for a designated construction zone began at milepost 70.5 and continued

STATE POLICE Police Dept:

Code: 02

Motor Vehicle Crash Description

CRANBURY STATION Station:

Case No:

northbound until milepost 72.5, where the right and center lanes were closed. The lane closures conformed with the NJ Turnpike lane closure regulations. There are no light poles located in the area of the crash. The posted speed limit at the time of the crash was 45 miles per hour, due to construction at milepost 72.5 to 74.1 of the SNO roadway. The weather at the time was clear and the roadway was dry. Inspection of the roadway in the area of the collision was found to be clear of any defects, hazards or view obstructions.

STATEMENTS:

Drive	er #1	stated	at t	he s	cene	to the	und	ersigne	ad, "I	fell	asleep".	Mr.	Roper	was	transported	to
njsp	Crank	oury St	ation	and	prov	ided a	vid	eo and	audio	taped	d stateme	nt to	DSG		and	đ
Det.	II 🗖				Dr	iver :	1 is	Kevin	Roper	of Jo	onesboro	GA: W	almart	Pete	rbuilt Drive	er

Driver #2 stated in effect at the scene; I was stopped in traffic and the truck hit me from behind. Driver #2 is Atlantic Limo Mercedes-Benz Driver

Driver #2 later provided a written statement at SP Cranbury Station. In the written statement, Driver #2 stated: "Saw the walmart truck swerving near exit 6. He swerved in the right lane and then moved left with no signal. I watched the truck and passed him. We drove for a few miles and we noticed brake light saw the sign of two right lanes closing. We were in the middle lane with plenty of time to slow down. I looked to the right to change lane and we were hit violantly. Felt like we were in the air. Saw a flash of the Wal Mart truck go by the left side of me. We came to a stop and I kicked the window out to help passengers. We were able to rip the divider apart and people helped get two out of the car. Police fire arrived shortly after."

Passenger of Vehicle #2 provided a written statement at Cranbury Station. In the written statement, Passenger of Vehicle #2 stated: "Passenger Mercedes Sprinter (2nd Driver) "Front seat felt impact from rear, vehicle rolled or turned on side. Ended up on side, driver kicked out windshield + exited. I undid my seatbelt + fell. Heard screams for help from rear. Exited vehicle to get my bearings. Still un-sure what happened, proceeded to assist in getting to passengers. The right front passenger of Vehicle #2 is

Driver # 3 provided a written statement at Cranbury Station. She stated: "I was at a complete stop in the middle lane. There was stopped traffic in front that was stopped as well. I heard a "bang" from impact and the airbags went off. We got out and the limo driver kept saying "my truck" and said it was the Wal-Mart driver's fault for "falling asleep". But I did not see who hit who." Driver #3 is Buick Enclave driver.

Passenger of Vehicle #3 provided a written statement at Cranbury Station. He stated: "I was sleeping in the passenger seat when the accident occurred. When I got out of the vehicle, the driver that hit us from behind claimed the Wal Mart truck smashed into the rear of his vehicle." Passenger of Vehicle #3 is Buick right front passenger.

Driver #4 provided a written statement at Cranbury Station. He stated: "I was driving on far right lane. Driving on NB 95 NTP milemark 71.5. Came to complet stop at a construction zone. I was tavling on far right line a walmart truck hit few cars on of the cars that got hit hit the side of the truck that I was driving. Driver #4 is Freightliner driver.

Driver #5 provided a written statement at Cranbury Station. He stated: "I was driving. Traffic was total slow I was on center line and I herd when cars hit me on the back I'm not sure who. Everything happens to fast." Driver #5 is W Ford F150 driver.

Badgo Number

Motor Vehicle Crash Description

Police Dept: ____STATE POLICE ___ Code: __02

Station: CRANBURY STATION Case No:

Passenger #1 of Vehicle #5 provided a written statement at Cranbury Station. He stated: "Escuche mucho ruido todo paso muy rapido fuimos los ultinos en resivir el inpacto yo estava en el asiento del pasajero." Passenger #1 of Vehicle #5 is ** Vehicle #5 right front passenger.

Passenger #2 of Vehicle #5 provided a written statement at Cranbury Station. He stated: "Venia como pasajero en el pickup en la parte trasera cucindo escuche un golpe fuerte y el frenado del los vehiculos no dio tiempo de observar nada ya que todo ocurrio muy rapido." Passenger #2 of Vehicle #5 is

Passenger #3 of Vehicle #5 provided a written statement at Cranbury Station. He stated: "Escuche mucha ruida todo paso muy rapido. Fuimos los ultimos en resivi el inpacto." Passenger #3 of Vehicle #5 is Didier Ortega Montero of Costa Rica; Vehicle #5 center rear passenger.

Passenger #4 of Vehicle #5 provided a written statement at Cranbury Station. He stated: "Escuche ruido y un gran golpe todo fue muy rapido." Passenger #4 of Vehicle #5 is Luis Osvaldo Calderon Retana of Costa Rica; Vehicle #5 right rear passenger.

Driver #6 provided a written statement at Cranbury Station. He stated: "I was driving on the left lane of highway 95 north around 1:30 a.m. Traffic was very slow due to 2 right lanes closed. I noticed a big loud impact sound behind me, 2 second later I saw a big white truck coming into my rear driver side of the vehicle I was driving. This truck kept coming into the left side shoulder to the point where I could see this truck next to my driver side window. At that moment I was pushed by this big truck, the truck damaged the left rear side of my friend's car. The owner of the car well as well as my friends and her father

were in the back seat of the vehicle sleeping. On the front passenger seat was my friend

Driver #6 is Triver
Passenger #1 of Vehicle #6 provided a written statement at Cranbury Station. He stated: "I was on the passengers side of our car (Nissan) when all of a sudden someone hit us from behind (left side) and I heard a crash. We pulled to the side of the road. I got out and ran back to where the Wal-Mart truck was behind us. Then I saw a turned over vehicle so I ran over and saw people tring to get in the car. I climbed on top of the car and was trieng to get in but could not fit through the widow. I started pulling stuff out the window so I could get in. The I used a knife to cut a seat belt that someone gave me. I got in the car and caried 2 people out with the help of one of the drivers. Then I stayed inside the car for about 10 minutes with 3 other people talking to 2 of them and just trieng to keep them calm. Then they told me to get out cus they wher going to cut the back of the car. So I got out." Passenger #1 of Vehicle #6 is Roger D. Barthleyarce of Bayonne, NJ; Vehicle #6 right front passenger.

Passenger #2 of Vehicle #6 provided a written statement at Cranbury Station. He stated: "Yo venia dormido en el momente del accident." Passenger #2 of Vehicle #6 is Marco Tulio Melendez Zuniga of Jersey City, NJ; Vehicle #6 left rear passenger.

Passenger #3 of Vehicle #6 provided a written statement at Cranbury Station. She stated: "I was sleeping in the back seat of the car at the moment of the accident, I woke up when I heard the noise of a crash then our car was hit on the back left side by a truck." Passenger #3 of Vehicle #6 is Natalia Melendez Montoya of Jersey City, NJ; Vehicle #6 center rear passenger.

Passenger #4 of Vehicle #6 provided a written statement at Cranbury Station. "I was asleep & the noise of the crash worke me up, I just remember looking to the back window & feeling the truck

7 of 13 Page Code: _ 02 New Jersey Police Crash Investigation Report STATE POLICE Police Dept: CRANBURY STATION Motor Vehicle Crash Description Station: Case No: very close to us. When I got out the car I saw a lot of smoke & that is all I remember." Passenger #4 of Vehicle #6 is Vehicle #6 right rear passenger. AT SCENE INVESTIGATION: NJSP Operational Dispatch Unit advised Cranbury patrols of a motor vehicle crash via NJSP radio approximately 0100 hours. Upon arrival, I observed a total of six vehicles were involved in the crash. Vehicle #1 was in the left shoulder with its left side against the concrete barrier facing northbound. I observed Vehicle #2 overturned on its left side across the right and center lanes of the SNO roadway. Vehicle #3 was in front of Vehicle #2, in between the left and center lanes, facing northbound. Vehicle's #4, #5, and #6 were in the left shoulder of the roadway, north of Vehicle's #1, #2, and #3, facing northbound. Vehicle's #4, #5, And #6 were brought to a controlled rest in the left shoulder after the collision. I approached Vehicle #2 and observed one occupant out of the vehicle lying on the asphalt. Driver #2, , approached me and said they had been stopped in traffic and the truck hit them from behind. I entered Vehicle #2 where the front windshield was prior to the crash. I observed 3 occupants still in the vehicle with serious injuries. Due to the seriousness of their injuries, I requested advanced life support to respond to the scene. I then assisted with securing the scene and rendering aid to the injured parties. NJSP Cranbury Station was notified of the physical condition of the occupants of Vehicle #2 and was requested to contact the NJSP Fatal Accident Investigation Unit, NJSP Crime

Cranbury First Aid Squad, Monroe First Aid Squad, Cranbury Fire Department, Hightstown Fire Department, Monroe Fire Department and Robert Wood Johnson Paramedics (130 and 137) arrived on scene and tended to the occupants of Vehicle #2. The occupants of Vehicle #2 were subsequently extricated and transported to Robert Wood Johnson University Hospital for evaluation and treatment was transported via Northstar Helicopter to Robert Wood Johnson of their injuries. University Hospital in critical condition with head trauma and a compound leg fracture. ere transported via Monroe First Aid Squad to Robert Wood Johnson University Hospital in critical condition with head trauma and internal injuries. was transported via Monroe First Aid Squad Robert Wood Johnson University Hospital with a broken sustained fatal injuries and was pronounced deceased at wrist in stable condition. scene telemetrically by Dr. . of Robert Wood Johnson University Hospital at 0153 hours. was taken from the scene by the scene of the Middlesex County Medical Examiner's Office, pending autopsy.

Scene Investigations Unit, Middlesex County Prosecutor's Office, Regional Medical Examiner's

I approached Vehicle #1 and observed Driver #1, Kevin Roper, standing on the concrete barrier. I asked Mr. Roper what had happened and he stated, "I fell asleep." I obtained Mr. Roper's driver's license. Mr. Roper refused medical attention at the scene, and I did not observe any injuries on his persons. Mr. Roper was later transported to NJSP Cranbury Station for a formal audio/video taped statement.

I approached Vehicle #3 and spoke to Driver #2, and front seat passenger, stated in effect that they were hit from behind while in traffic. I then driver's license. Both refused medical attention at scene. obtained Mr. and Mrs.

I approached Vehicle #6 on the left shoulder and interacted with the occupants. All occupants stated they were fine and refused medical attention at scene. I did not observe any injuries to the occupants of Vehicle #6. I obtained Driver #6 driver's license.

I approached Vehicle #5 which was on the left shoulder in front of Vehicle #6. All occupants

Office and Northstar Helicopter.

Motor Vehicle Crash Description

Police Dept: ____STATE POLICE ___02

Station: CRANBURY STATION Case No:

stated they were fine and refused medical attention at scene. I did not observe any injuries to the occupants of Vehicle #5. I obtained Driver #5 driver's license.

I then approached Vehicle # 4 which was on the left shoulder in front of Vehicle #5. Driver #4, stated that he was fine and refused medical attention at scene. I did not observe any injuries to Driver #4. I obtained Driver #4 driver's license. He stated in effect that the van had hit him while he was in the right lane.

All occupants of Vehicle #1, #3, #4, #5, and #6, as well as Driver #2 and front seat passenger of Vehicle #2, were transported to NJSP Cranbury Station. While at Cranbury Station all occupants provided written statements with exception of Driver #1, Kevin Roper, who provided a formal audio/video taped statement to

Once the scene was secured, I conducted a walk through of the crash scene to identify and preserve anything of evidential value. The southern-most evidence observed were several tire marks from Vehicle #1 just prior to impact. I continued northbound and observed tire marks and gouges in the roadway. I determined this to be where Vehicle #1 had impacted Vehicle #2.

Vehicle #1 was observed in the left shoulder resting against the concrete barrier. Vehicle #1 was inspected and found to be a white Peterbilt tractor semi-trailer bearing Oklahoma registration registered to Wal Mart Transportation LLC, Beauty, Bentonville, AR 72716.

Vehicle #1 was pulling a white box trailer bearing Oklahoma registration registered to Wal Mart Transportation LLC, Pauls Valley, OK 73075. Extensive damage was observed to the front of the tractor. The front bumper, hood and fenders had all been torn from the vehicle during the impact. The windshield of the tractor was fractured from the crash. Tpr. II of the Turnpike Truck Enforcement Unit arrived on scene and assisted with a post-crash inspection.

Vehicle #2 was inspected and found to be a black Mercedes-Benz Sprinter Limousine Van bearing Delaware registration with VIN: WD3PE8CC1C5 Vehicle #2 was registered to Atlantic , Rehoboth, DE 19971. Extensive damage was Transportation Service LLC, observed to the rear of the vehicle. The impact had caused the rear of the van to be pushed inward into the cabin several feet. The front right of the vehicle was damaged and the front right wheel had visible broken suspension components. Once up righted, the left side of the van had inward crush damage from contact with the rear of Vehicle #3. Scrape marks were also observed from the left side of Vehicle #2 contacting the ground. The windshield was broken out. Inside the van were two front seats separated from the rear passenger compartment by a plywood divider. In the rear compartment were two rear facing bucket seats which sat against the plywood divider. Two forward facing bucket seats were observed opposite the rear facing seats. One additional bucket seat was observed on the driver side of the van between the other seats facing forward. In the rear of the van was a bench which was pushed forward from the collision. All bucket seats had self-mounted seat belts and all were retracted and unlocked. The drivers seat belt was observed to be unlocked and retracted. The front passenger seat belt was extended and locked, indicating that it had been used in the collision. Both front air bags were deployed. The vehicle is equipped with an automatic transmission which was in the "drive" position. The gas and brake pedals were free to move and unobstructed. The vehicle was equipped with an analog tachometer and speedometer gauges, both were reading zero. The odometer was digital and the vehicle had no power, therefore, I was unable to obtain the vehicle's mileage. The vehicle was equipped with Vanco Four Season Continental tires on all four wheels, size LT245/75 R16 bearing DOT #HW11 FREI 4111.

New Jersey Police Crash Investigation Report STATE POLICE Code: __02 Police Dept: _ CRANBURY STATION Case No: Motor Vehicle Crash Description Station: Vehicle #3 was inspected and found to be a white Buick Enclave bearing , with VIN: 5GAKVCED5 . Vehicle #3 is registered to . Vehicle #3 was observed to have rear crush damage and a broken rear windshield. Additionally, Vehicle #3 had damage to the front right which deformed inward and towards the driver's side of the vehicle. The right front headlamp lens was destroyed. Pieces of this lens were observed on the left rear bumper of Vehicle #5. Both front air bags on Vehicle #3 were deployed. The driver and passenger front seat belts were both extended and locked indicating they were used during the collision. The vehicle was equipped with an automatic transmission which was observed to be in the "park" position. The gas and brake pedals were free to move and unobstructed. The vehicle was equipped with analog tachometer and speedometer gauges, both reading zero. The odometer was digital and I did not obtain the mileage at scene. I observed the vehicle light switch which was set to the "auto" position. The state issued inspection sticker, #0480933, was valid with an expiration of 07/16. The vehicle was equipped with Bridgestone Dueler H/L Alenza tires on all four wheels, size P255/55 R20. The front left tire was DOT #0B7E CDM 5013. The front right and rear tires were DOT #07BE CDM 3510. The front right tire was deflated and the wheel was pushed into the car from the collision. The other three tires were inflated and free to rotate. Vehicle #4 was inspected and found to be a red Freightliner tractor semi-trailer bearing Pennsylvania registration with VIN: 1FUJBECK Vehicle #4 is registered to 4 Way Philadelphia, PA _____. Vehicle #4 was pulling an enclosed Transport LLC of box trailer bearing Pennsylvania registration with a VIN: 1PT01ANH3W , which is also registered to 4 Way Transport LLC, Manage was Philadelphia, PA 19135. Damage was observed to the left side of the tractor towards the rear of the sleeper cab, left side 2nd and 3rd axle tires, and front left side of the trailer. This damage was determined to have been caused by the right front of Vehicle #2. Vehicle #5 was inspected and found to be a white Ford F-150 bearing New Jersey registration with a VIN: We will be vehicle #5 is registered to Damage was observed to the left rear of Vehicle #5. The bed of the pickup truck was pushed inward and the rear bumper was pushed upward during the collision. Pieces of Vehicle #3's headlamp lens were observed on the left rear bumper. The seat belts for all five seats of the vehicle were lap belts and harnesses. All were unlocked and retracted. No air bags were deployed. The gas and brake pedal were unobstructed and free to move. The vehicle is equipped with an automatic transmission which was in the "park" position. The vehicle was equipped with analog tachometer and speedometer gauges, both reading zero. The odometer was digital and read 60438.1 miles. The state issued inspection sticker, #0596196, expires on 10/16. The vehicle was equipped with Michelin LTX A/T tires, size P265/70 R17, DOT **#APKP OOEX 3812.** Vehicle #6 was inspected and found to be a gray Nissan Altima bearing New Jersey registration H95DUJ, with a VIN: 1N4AL11 . Damage was observed to the left rear bumper and left rear taillight. The left rear bumper was pushed in, the left rear quarter panel was deformed and left rear taillight was broken. All seat belts were unlocked and retracted. No air bags were deployed. The gas and brake pedal were unobstructed and free to move. The vehicle is equipped with an automatic transmission which was in the "park" position. The vehicle was equipped with analog tachometer and speedometer gauges both reading zero. The odometer is digital and read

7116

110054 miles. The state issued inspection sticker, #183192, expires on 11/15. The vehicle was equipped with Tri-Ace Streak-1 tires, size 225/60 R16 98H. The DOT number for the right side

Code: 02 New Jersey Police Crash Investigation Report STATE POLICE Police Dept: Motor Vehicle Crash Description Station: CRANBURY STATION Case No: tires was 25P0 0113 and left side tires 25P0. Vehicles #1, #2, and #4 were inspected by the Turnpike Truck Enforcement Unit at a later date. All vehicles were removed from the scene by George's Towing of Cranbury, New Jersey, impounded and secured in their fenced in yard. of the NJSP Crime Scene Investigation Unit arrived and processed the scene. Tor. of the NJSP Fatal Accident Unit arrived and and Det. II assisted with roadway evidence, scene measurements and vehicle inspections. Det. II he would complete a computer diagram from his scene measurements, depicting the dynamics of the crash. Tpr. II of the Construction/Incident Management Unit responded to assist with the roadway closure. Tpr. Tpr. Of the Turnpike Truck Enforcement Unit was on scene. NJSP Cranbury Station Squad 4 personnel assisted at the scene. Middlesex County Prosecutor's Office was notified at scene, and was notified by after completing his interviews. The SNO Roadway was closed from Interchange 7A to Interchange 9 northbound from 0334 hours till 0617 hours for the crash investigation and roadway cleanup post-collision. NJ Turnpike Operations arrived on scene and assisted with roadway and lane closures. From 0107 hours till 0334 hours, traffic was allowed to pass the scene utilizing the right shoulder until all residual traffic was clear. UPON ARRIVAL AT THE STATION: A check of all drivers revealed all to be valid and properly licensed. All vehicles were checked to be properly registered and insured. and Det. an interview with Driver #1 which was audio and video recorded at SP Cranbury Station. Next of kin notification was made through Peekskill Police Department by NJSP Based on the statements by Kevin Roper, both at scene and during his taped interview, Glaser of the Middlesex Prosecutors Office was contacted. Mr. Roper was initially released to a Wal Mart agent to comply with Wal Mart policy which mandates drug testing for all drivers involved in crashes. Based on his statements and 24+ hour time-line prior to the collision, approved charges of 1 count, 2C:11-5, Vehicular Homicide, for the death of count of ,2C:12-1C, Assault by Auto, for each injured occupants of Vehicle #2. Judge of Cranbury Township Court was contacted and authorized bail in the amount of \$50,000.00 with no ten percent option. Mr. Roper was contacted and agreed to turn himself in at Cranbury Station. Mr. Roper surrendered himself later in the day at Cranbury Station and was processed and lodged at Middlesex County Jail prior to his release on bail. A Search Warrant was completed for the Wal Mart Peterbilt tractor semi-trailer, as well as a Communications Data Warrant for Mr. Roper's cell phone records. See Investigation Report INVESTIGATION REVEALED: Based on roadway evidence, vehicle damage, and provided statements, Vehicle #1, a white 2011 Peterbilt tractor semi-trailer bearing Oklahoma registration , was traveling on the New Jersey Turnpike in the center lane of the SNO roadway at a speed of 65 MPH. In the area of milepost 71.4, and approximately 1 mile inside the pre-staging construction zone, Driver #1 failed to observe slow moving traffic ahead of him due to fatigue and falling asleep. Just prior to impact, Driver #1 observed Vehicle #2, a black Mercedes-Benz Limousine van bearing Delaware registration _____, and swerved left in an attempt to avoid the collision. Unable to take evasive action, Vehicle #1 struck the rear of Vehicle #2, causing Vehicle #2 to rotate clockwise

Motor Vehicle Crash Description

Police Dept: STATE POLICE Code: 02

Station: CRANBURY STATION Case No:

as it was pushed northbound. As Vehicle #2 rotated clockwise, the left side of Vehicle #2 struck the rear of Vehicle #3, a white Buick Enclave bearing NJ registration P99DJY. Vehicle #2 struck Vehicle #3, the front right of Vehicle #2 also struck the left side of Vehicle #4, a red Freightliner tractor-semi trailer bearing PA registration which was in the right lane. As Vehicle #2 struck Vehicle's #3 and #4, Vehicle #2 began to overturn onto its left side and came to an uncontrolled rest overturned on its left side, facing eastbound, across the center and right lanes of travel. The collision with Vehicle #2 pushed Vehicle #3 northbound, colliding with the uncontrolled rest partially in the left and center lanes. Vehicle's #4 and #5 continued northbound before coming to a controlled rest in the left shoulder. After the initial collision with Vehicle #2, Vehicle #1 entered the left lane and struck the left rear of Vehicle #6, a gray Nissan Altima bearing NJ registration After the collision with Vehicle #6, Vehicle #1 continued northbound, entering the left shoulder and striking the left side metal guardrail and concrete barrier before coming to a rest in the left shoulder against the concrete barrier. Vehicle #6 continued northbound before coming to a controlled rest in the left shoulder. As a sustained fatal injuries and was pronounced deceased at result of this collision, and sustained serious injuries and were transported to Robert Wood Johnson University Hospital for evaluation and treatment of their injuries.

CONCLUSION:

Driver #1 was operating a Peterbilt tractor semi-trailer northbound on the New Jersey Turnpike SNO roadway when he fell asleep due to fatigue from being awake in excess of 24 hours. Driver #1 attempted to avoid a collision by swerving to the left but was unable to do so. Subsequently, Vehicle #1 struck the rear of Vehicle #2, and causing Vehicle #2 to collide with Vehicle #3 and Vehicle #4. This impact also caused Vehicle #3 to strike Vehicle #5. After initial collision with Vehicle #2, Vehicle #1 entered the left lane and struck Vehicle #6 before coming to rest against the concrete barrier. Therefore, the cause of this crash can be limited to the pre-crash driving actions and/or the physical condition of Driver #1.

Driver's #2 through #6 were unable to take evasive action as they were slowed/stopped in traffic and also due to being struck in the rear during the collision sequence set in motion by Vehicle #1. Therefore, Driver's #2 through #6 did not contribute to the cause of this collision.

Vehicle #1 trailer information: Make: Great Dane white enclosed box trailer bearing Oklahoma registration LLC, registered to Wal Mart Transportation LLC, Valley, OK 73075 with a non-expiring registration.

Vehicle #4 trailer information: Make: Trailmobile enclosed box trailer, Pennsylvania registration PT6135X, with a VIN: 1PT01ANH3W ; registered to 4 Way Transport LLC, Philadelphia, PA 19135 with a non-expiring registration.

Page #1, Box #25: S

Page #1, Box #118a: DRIVER #1 WAS ASLEEP PRIOR TO THE COLLISION.

Page #1, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #1, Box #55: 1

Page #1, Box #109: LIMOUSINE VAN

Page #1, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #2, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

Page #2, Box #55:

Page #2, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE.

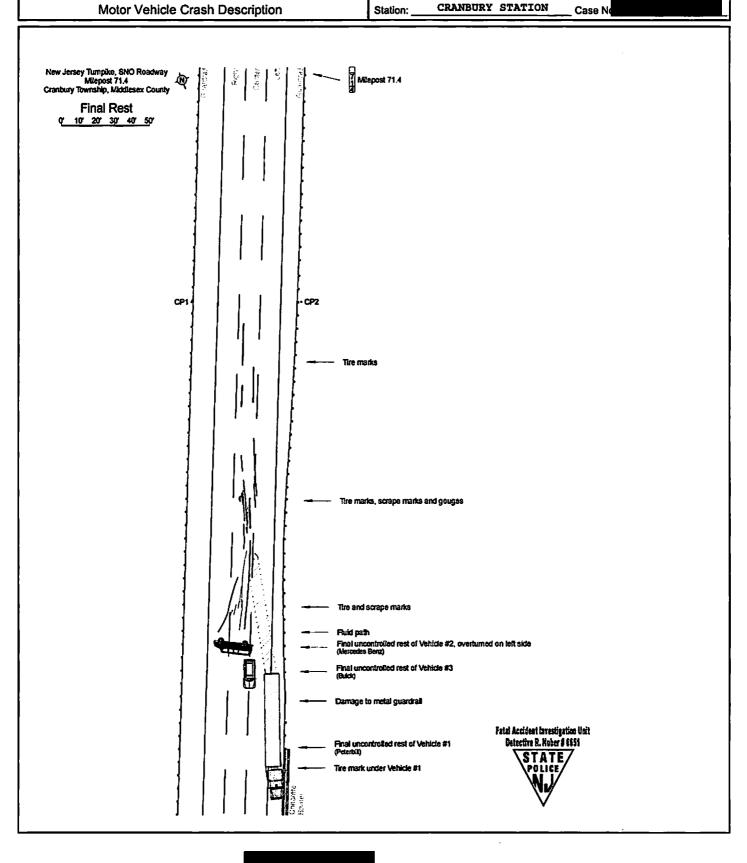
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Page 12 of 13

Page #3, Box #126: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE. Page #3, Box #127: RSA'S ACTIVATED SHOWING 45 MPH DUE TO CONSTRUCTION ZONE. V2, Position: 99, Box #84: SEE ATTACHED SEATING CHART. V2, Position: 99, Box #84: SEE ATTACHED SEATING CHART V2, Position: 99, #84: SEE ATTACHED SEATING CHART JR., Box #84: SEE ATTACHED SEATING CHART V2, Position: 99, , Box #84: SEE ATTACHED SEATING CHART V2, Position: 99, KEVIN ROPER 1202-SP5-(39:4-98) SPEEDING 493505

Badge Number

Police Dept: STATE POLICE Code: 02



NJTR-1A (rev. 03/2006) Officer's Signature