



# Monmouth Beach Police Department

14 Willow Road MONMOUTH BEACH , NJ 07750 (732)229-1313

Officer Report for Incident 25MB07710

**Nature:** DWI

**Location:** P251

**Address:** ATLANTIC AVE & CHURCH ST

LONG BRANCH NJ 07740

**Offense Codes:** DUI, DMVO, DMVO, DMVO

**Received By:** Woodhead, J

**How Received:** O

**Agency:** P33

**Responding Officers:** Golembieski, M, Crochet, B

**Responsible Officer:** Golembieski, M

**Disposition:** CAA 12/13/25

**When Reported:** 00:09:18 12/13/25

**Occurred Between:** 00:09:18 12/13/25 and 00:09:18 12/13/25

**Assigned To:**

**Detail:**

**Date Assigned:** \*\*/\*\*/\*\*

**Status:**

**Status Date:** \*\*/\*\*/\*\*

**Due Date:** \*\*/\*\*/\*\*

## Complainant:

**Last:**

**First:**

**Mid:**

**DOB:** \*\*/\*\*/\*\*

**Dr Lic:**

**Address:**

**Race:**

**Sex:**

**Phone:**

**City:** ,

## Offense Codes

**Reported:** TOFF Traffic Offense

**Observed:** DUI DUI Alcohol or Drugs

**Additional Offense:** DUI DUI Alcohol or Drugs

**Additional Offense:** DMVO DMVO

**Additional Offense:** DMVO DMVO

**Additional Offense:** DMVO DMVO

## Circumstances

NIGHT Night (6 p.m. - 6 a.m.)

TRAFF Traffic Enforcement

BWC Body Worn Camera

LT13 Highway, Road, Alley

INV Investigation

VIMP Vehicle Impound

TOW Vehicled Towed

SUA Suspected, Alcohol Use

APPH Apprehended

**Responding Officers:**

Golembieski, M

**Unit :**

P33027

Crochet, B

P33030

**Responsible Officer:** Golembieski, M**Received By:** Woodhead, J**How Received:** O Ofcr. Initiated**When Reported:** 00:09:18 12/13/25**Judicial Status:****Misc Entry:****Agency:** P33**Last Radio Log:** 01:19:12 12/13/25 C**Clearance:** RR Report Required**Disposition:** CAA **Date:** 12/13/25**Occurred between:** 00:09:18 12/13/25**and:** 00:09:18 12/13/25

<b>Statute:</b>	<b>Description :</b>	<b>Method :</b>
39 Violation	Title 39 Violations	39:4-50
39 Violation	Title 39 Violations	39:4-96
39 Violation	Title 39 Violations	39:4-97
39 Violation	Title 39 Violations	39:4-88B

### Involvements

<b>Date</b>	<b>Type</b>	<b>Description</b>	
12/13/25	Name	DEOLIVEIRAGOMES, LETICIA	Involved
12/13/25	Name	TJARKS, STEPHANIE	Driver
12/13/25	Citation	Moving Violation	Citation
12/13/25	Citation	Moving Violation	Citation
12/13/25	Citation	Moving Violation	Citation
12/13/25	Citation	Moving Violation	Citation
12/13/25	Offense	Under Influence Drugs; Alcohol - 1 count	Charged With
12/13/25	Offense	Reckless Driving - 1 count	Charged With
12/13/25	Offense	Careless Driving - 1 count	Charged With
12/13/25	Offense	Traffic On Marked Lanes - 1 count	Charged With
12/13/25	Vehicle	BLU 2015 FORD EDG NJ	Vehicle
12/13/25		[No description]	Demographics
12/13/25	Cad Call	00:09:18 12/13/25 STOP	Initiating Call
12/13/25		[No description]	Impounded

## Narrative

Ptl. Golembieski #27 - Assigned BWC

Ptl. Crochet #30 - Assigned BWC

On the above date and time I, Patrolman Golembieski #27, was assigned to uniformed patrol operating marked patrol unit #22. I was equipped with a body worn camera (BWC#27) that was attached to my outer carrier. My body worn camera was activated for the duration of this incident.

### PHASE ONE - VEHICLE IN MOTION:

I was parked on Ocean Avenue in the northbound shoulder near the intersection with Central Road observing traffic. I observed a blue Ford Edge SUV pass my location headed South. As this vehicle passed my location, it appeared to be swerving within its lane of travel. Specifically, the vehicle would drift towards the center line, then jerk back across its lane and drift towards the shoulder line. I continued to observe this vehicle as it continued South passed me.

I observed this vehicle swerve over the solid white shoulder line with both of its passenger side tires just before the intersection of Ocean Avenue and Cottage Road. After seeing this motor vehicle violation, I conducted a U-turn when it was safe to begin to close the gap with the vehicle.

As I was closing the gap, I continued to observe this vehicle to be swerving within its lane in the above-described manner. Once the vehicle passed through the intersection of Ocean Avenue and Beach Road, I observed the vehicle to cross over the solid white shoulder line again with its passenger side tires.

I was able to close the gap with the vehicle just after the intersection of Ocean Avenue and Valentine Street. Once directly behind the vehicle, I could observe it to be bearing NJ F74RHK. While directly behind the vehicle, I could still observe the vehicle to be swerving within its lane in the above-described manner.

As the vehicle was approaching 4 Ocean Avenue just before Long Branch, the vehicle crossed over the solid double yellow lines with its driver's side tires. I decided that I was going to initiate a traffic stop based on this concerning driving behavior.

As I was doing this, the vehicle activated its right turn signal while in the left lane on Ocean Avenue and cut across the other two lanes in order to enter the turning lane just before Ocean Avenue and Atlantic Avenue. I contacted the Monmouth County Radio Room (MCRR) and notified them of the motor vehicle stop and its location.

I activated my patrol vehicle's emergency lights to initiate the traffic stop. The vehicle stopped just after the intersection of Atlantic Avenue and Church Street.

### PHASE TWO - PERSONAL CONTACT:

Once the vehicle was stopped, I exited my patrol vehicle and approached it on the passenger side. I introduced myself to the occupants. I identified myself as a Monmouth Beach Police Officer and requested registration and insurance. The driver was already handing me her driver's license. I identified the driver as Stephanie Tjarks. I could immediately smell a strong odor of an alcoholic beverage coming from within the vehicle. I could see the driver's eyes to be bloodshot and watery. The driver had droopy eyelids. The driver had an accent, but was still slurring some of her words when she spoke. The driver gave me an expired registration and a valid insurance card.

I asked the occupants where they were coming from. The driver said Sea Bright. I asked where in Sea Bright they were. The driver told me Val's Tavern. I know that Val's Tavern is



actually in Rumson and not Sea Bright. I explained the reason for the stop to the driver. I asked the driver how much she had to drink tonight. The driver said she had two glasses of wine. I asked when her last drink was and she said it was two hours ago.

I returned to my patrol vehicle to check the driver's license for validity. I found the driver's license to be valid. I had the MCRR check the driver for any wants and warrants. This check was negative for any. I deactivated my patrol vehicle's forward facing emergency lights with the anticipation of having the driver perform the Standardized Field Sobriety Tests (SFSTs). I notified the MCRR that I would be having the driver out for testing. Ptl. Crochet #30 arrived shortly after in a back-up capacity.

#### PHASE THREE - PRE-ARREST SCREENING:

I returned to the driver's vehicle and approached on the driver's side. I immediately smelled the odor of an alcoholic beverage coming from within the vehicle while speaking to the driver. I told the driver I wanted to put her through some tests to make sure she was okay to drive. The driver complied and exited her vehicle. As the driver exited her vehicle, she grasped the door for support while exiting her vehicle. I instructed her to stand behind her vehicle on the side of the roadway for the time being. While the driver was outside of her vehicle, I could smell the odor of an alcoholic beverage coming from her person.

All of the tests conducted were done so on the blacktop roadway or the concrete sidewalk. Both of these locations are relatively flat, non-slippery, and smooth surfaces which were relatively free from debris. The stimulus for the HGN and LOC tests conducted was my topoptix pen which has a red light towards the end that is easily distinguished from the dark night sky.

#### HORIZONTAL GAZE NYSTAGMUS (HGN) TEST:

I asked the driver if she had any eye issues. She said she had none. I asked her if she wears glasses or contacts. She reported she does not wear either. I began by explaining and demonstrating the starting position for this test to the driver. The driver was having a hard time getting into the starting position. Specifically, the driver did not place both of her feet completely together as I had instructed her to. I had to instruct and show her multiple times before she complied. Once she was in the starting position, I told her to remain there during the test. She said she understood this.

I held my stimulus approximately 12-15 inches in front of the driver's face and slightly above eye level. I asked the driver if she could see the red light on the end of the pen. The driver said she could see the red light. I told her to follow the stimulus with her eyes and her eyes only and to not move her head. She said she understood this.

While standing in front of the driver, I could smell a strong odor of an alcoholic beverage coming from her person. I saw the driver had bloodshot and watery eyes with droopy eyelids. When the driver spoke, she slurred some of her words.

I started with the medical assessment of the driver. I made the following observations during the medical assessment. At first, the driver was not attempting to track the stimulus. I stopped and demonstrated what I wanted her to do. The driver understood this. I resumed the test. I did not observe resting nystagmus. I observed both the left and right pupil sizes to be equal. I observed both eyes to track the stimulus equally. Seeing no issues, I moved on to the scoring portion of the HGN test.

I made the following observations during the scoring portion of the HGN test. I observed lack of smooth pursuit in both the driver's left and right eyes. I observed distinct and sustained nystagmus at maximum deviation in both the driver's left and right eyes. I observed an onset of nystagmus prior to 45 degrees in both the driver's left and right eyes. I observed a total of 6/6 clues of impairment during the HGN test. I did not observe vertical gaze nystagmus

(VGN) in the driver. It should be noted that the driver was swaying during the HGN test. This swaying motion varied between side to side and circular sway.

LACK OF CONVERGENCE (LOC) TEST:

I explained and demonstrated the starting position for this test to the driver. Once she was in the starting position, I began to explain and demonstrate the LOC test to her. I told the driver to continue to follow the stimulus with her eyes and her eyes only and to not move her head. She said she understood. Once I completed the demonstration and explanation, I asked her if she understood. The driver said she understood.

As the driver stood in front of me, I continued to smell a strong odor of an alcoholic beverage coming from her person. I could see her eyes were both bloodshot and watery. The driver's eyelids were droopy.

I observed a lack of convergence in both of the driver's eyes during both iterations of the LOC test. Specifically, as the stimulus came into the bridge of the nose, the driver's left eye drifted out and away from the stimulus to the left. The driver's right eye stopped converging on the stimulus and remained looking more straight. I observed this both times that the LOC test was conducted.

WALK AND TURN (W&T) TEST:

I asked the driver if she had any physical injuries or disabilities that would prevent her from doing a walking test. The driver did not report any to me at this time. I asked the driver if she was comfortable in her shoes. She said she was. I began by explaining and demonstrating the starting position for this test to the driver. The driver was having difficulty getting into the starting position. Specifically, the driver was not putting her feet touching in a heel to toe manner. In addition, the driver would lose her balance and step off the line. I told her to put her left foot on the line. Instead, she moved her right foot and put that one on the line. Once she got into the starting position, I told her to remain in that position while I demonstrated and explained the remainder of the W&T test to her. I asked her if she understood. She said she understood.

During my demonstration and explanation of the W&T test to the driver, she was unable to maintain her balance during the starting position. Specifically, the driver would use her arms for balance and would step off the line to her left or right. One time she stumbled to the left and almost onto the grass next to the concrete sidewalk. Whenever she fell out of the starting position, I stopped and told her to go back into the starting position. The driver continually lost her balance and stepped out of the starting position. Once I completed my demonstration and explanation of the test to her, I asked if she understood. The driver said she understood. I asked if she had any questions. She said she did not. I told her to begin the test.

I made the following observations during the driver's first set of steps down the line. The driver began the test without counting her steps out loud. I reminded the driver to count her steps out loud. She ignored my reminder and continued the test without counting out loud. I continued to remind her multiple times to count out loud throughout the entire time she was walking. The driver ignored me every time and did not count out loud on any of her steps down the line. The driver raised her arms greater than 6 inches from the side of her body for balance during her walk. The driver stepped off the line on four of her steps down the line. The driver missed walking in a heel to toe manner on 14 of her steps down the line. The driver stopped walking for balance on one of her steps down the line. The driver took an incorrect number of steps down the line. Specifically, the driver took 16 steps down the line.

The driver made an improper turn. Specifically, the driver took one sideways step and took one large step to turn herself around. Once she was turned, she took a few studder steps to



make herself stable. The driver did not keep the lead foot planted, did not use small steps to turn herself around, and stopped completely after the turn.

I made the following observations during the driver's second set of steps down the line. The driver again did not count out loud while walking. I reminded her to count her steps out loud. The driver ignored my reminder. I continued to remind the driver to count her steps out loud while walking. The driver did not count any of her steps out loud while walking. The driver raised her arms greater than 6 inches from the side of her body for balance during her walk. The driver stepped off the line on 10 of her steps down the line. The driver missed walking in a heel to toe manner on 24 of her steps down the line. The driver took an incorrect number of steps down the line. Specifically, the driver took 24 steps down the line.

I observed 7/8 clues of impairment during the W&T test.

#### ONE LEG STAND (OLS) TEST:

I explained and demonstrated the starting position to the driver. Once she was in the starting position, I told her to remain there until told to begin. I asked her if she understood this. She said she understood this. I began my demonstration and explanation of the test to her. During my demonstration and explanation, the driver raised her foot off the ground to mimic what I was doing. I stopped and told her to just watch me. I resumed my demonstration and explanation. Once I completed my demonstration and explanation, I asked if the driver understood the test. She said she understood. I asked her if she had any questions. She did not. I told her to begin the test.

I made the following observations during the OLS test. The driver started off not counting out loud. I reminded her to count out loud. She ignored my reminder. The driver continued the test without counting out loud. I continued to remind her. She eventually began to count out loud. I observed the driver to be swaying while she was balancing. The driver lost her balance at one point and stumbled backwards. She stepped behind herself to prevent herself from falling over. The driver raised her arms greater than 6 inches from the side of her body for balance during the test. The driver placed her foot on the ground a total of five times. The driver restarted her count after placing her foot down on "1001". When she picked her foot back up, she restarted and counted "1001" again. The driver counted to "1004" in a 30 second time period. The time was measured using my wristwatch's stopwatch function.

I observed a total of 3/4 clues of impairment during the OLS test.

#### MODIFIED ROMBERH BALANCE (MRB) TEST:

I explained and demonstrated the starting position for this test to the driver. Once she was in the starting position, I told her to remain there while I demonstrated and explained the test to her. I asked if she understood this. The driver said that she understood. I began my demonstration and explanation of the MRB test for the driver. As soon as I demonstrated the head tilt to the driver, she tilted her head back. I stopped and told her to just watch me. Once I completed my demonstration and explanation of the test, I asked her if she understood. The driver said she understood. I asked her if she had any questions. She said she did not. I had her begin the MRB test.

I made the following observations during the MRB test. I observed the driver to have approximately 1 inch of sway left and right of center. I observed the driver to have approximately 3 inches of sway forward of center and approximately 2 inches of sway backward of center. At times the sway was circular. The driver believed 30 seconds had gone by in only 17 seconds. This indicated that the driver's internal clock was sped up at the time of the test. The time was measured using my wristwatch's stopwatch function. I asked the driver how she counted. She stated "1.2.3.4..." to 30.

## ARREST:

Based on the totality of the circumstances and after the conclusion of the SFSTs, I determined that the driver was exhibiting signs consistent with being under the influence of intoxicating liquor and/or drugs and I believed her to be unable to operate a motor vehicle safely at the time of this stop.

I told the driver that she was being placed under arrest for DWI. I placed handcuffs on the driver. I checked for proper spacing by placing two fingers between the handcuff link and the driver's wrist. Once proper spacing was confirmed, I double-locked the handcuffs.

I conducted a search of the driver incident to arrest. This search revealed negative results for any contraband. I escorted the driver to the rear of patrol vehicle #22 and had her sit in the back prisoner compartment. I seat-belted her in.

During the arrest, search, and seat-belting in of the driver, I continued to smell the odor of an alcoholic beverage coming from her person.

The MCRR was notified of the arrest for DWI and a tow truck was requested to impound the vehicle for John's Law. Brother's Towing would later respond and impound the vehicle.

I conducted a search of the driver's vehicle for intoxicants. This search yielded negative results for any contraband.

I transported the driver from the stop location to MBPD. Both starting and ending mileages were logged with the MCRR. During the transport, I could smell the odor of an alcoholic beverage coming from the driver's person.

Once at MBPD, I escorted the driver inside. I activated the inside in-house camera and audio systems. I deactivated my body worn camera. I had the MCRR start a 20 minute observation period.

During the 20 minute observation period, I read the N.J. Attorney General's Standard Statement For Motor Vehicle Operators (N.J.S.A. 39:4-50.2(e)) form to the driver. The driver responded with "It's so confusing" and then started to ramble when asked to submit breath samples. I read the driver the second statement to which she replied "Yeah." when asked to submit to breath samples.

During the 20 minute observation period, I was able to complete DWI report forms #1 and #2. Prior to asking the driver any questions on report form #2, I read her Miranda Rights to her. The driver signed the Miranda Warning card advising she understood her rights. I asked her if she would be willing to answer additional questions. She said she would. On DWI report form #2, the driver was asked what kind of alcoholic beverages she had consumed tonight. The driver stated red wine. Additional questions asked her how many drinks and the times of each drink. The driver stated she had two glasses of wine at Val's Tavern. She said she had her first glass of wine at 1830hrs on 12/12/2025 and her second glass at 2030hrs on 12/12/2025.

During the 20 minute observation period, the driver did not burp, belch, vomit, eat, swallow, or put anything else into her mouth. The driver did not have anything in her mouth at the time that would interfere with the test. During the operation of the Alcotest machine, all portable electronics were removed from the room. This included radios, body worn cameras, car key FOBs, and cellphones.

Once the 20 minute observation was completed, the driver provided two acceptable breath samples. The samples were found to be within tolerance. A new mouthpiece was used for each sample. The driver's BAC was revealed to be 0.127%. The lowest BAC reading on the sheet was a 0.122%.

I finished photographing and processing the driver according to MBPD policy and procedures. I issued the following citations to the driver: 39:4-50, 39:4-96, 39:4-97, and 39:4-88B. During my interactions with the driver inside of MBPD, I continued to smell the odor of an alcoholic beverage coming from her person.

Leticia De Oliverira Gomes responded to the lobby of MBPD to take custody of the driver. I explained the potential liability form to Gomes. Gomes understood the form, did not have any questions about the form and signed it. I released the driver into her custody at this time.

All relevant paperwork has been attached to this report in the file section. Please see the files section for further details. A last drink form was completed and faxed to NJ ABC.



**Supplement**

01:19:12 12/13/2025 - Bender, T

CAD Call info/comments

=====

00:13:05 12/13/25 - Woodhead, J - From: Golembieski, M  
CHECK THE RO ALSO PULLING THE DRIVER OUT FOR TESTING

00:22:12 12/13/25 - Woodhead, J  
TJARKS, STEPHANIE NEGATIVE NCIC AOC BY NAME DOB DL

00:27:04 12/13/25 - Woodhead, J - From: Golembieski, M  
ONE FEMALE 41 450 IN NEED OF A 17

00:29:47 12/13/25 - Woodhead, J  
Hennessey Towing extended eta

00:31:25 12/13/25 - Woodhead, J - From: Golembieski, M  
\*EDITED\* SM : 42688

00:33:49 12/13/25 - Golembieski, M  
EM: 42689.2

00:34:42 12/13/25 - Woodhead, J  
BROTHERS TOWING 10 MIN ETA

00:36:00 12/13/25 - Bender, T - From: Golembieski, M  
20 MINUTE OBSERVATION BEGIN 0035 HRS

00:36:11 12/13/25 - Woodhead, J - From: Golembieski, M  
\*EDITED\* REACH OUT TO BROTHERS TOWING SEE IF THEY CAN RESPOND IF THEY CAN  
RESPOND CANCEL HENESSEY

00:36:22 12/13/25 - Woodhead, J  
HENNESSEY TOWING C/X

00:49:40 12/13/25 - Woodhead, J - From: Crochet, B  
BROTHERS TOWING ON LOC\

00:55:04 12/13/25 - Woodhead, J - From: Crochet, B  
BROTHERS HAS THE VH

## Vehicles

**Vehicle Number:****946610****License Plate:****State:** NJ**Vehicle Year:** 2015**Make:** FORD Ford**Color:** BLU /**Vehicle Type:** PCAR Passenger Car**License Type:****Expires:** 09/30/26**VIN:** -----**Model:** EDG**Doors:** 0**Value:** \$0.00**Owner:****Last:** TJARKS**First:** STEPHANIE**Mid:****DOB:****Dr Lic:****Address:** -----**Race:** U**Sex:** F**Phone:** ( ) -**City:****Agency:****Officer:****UCR Status:****Local Status:****Status Date:** \*\*/\*\*/\*\***Comments:****Date Recov/Rcvd:** \*\*/\*\*/\*\***Area:****Wrecker Service:****Storage Location:****Release Date:** \*\*/\*\*/\*\*

**Name Involvements:****Involved :****Last:** DEOLIVEIRAG  
OMES**First:** LETICIA**Mid:****DOB:** 09/16/97**Dr Lic:****Address:****Race:** U**Sex:** F**Phone:** ( ) -**City:****Driver :****Last:** TJARKS  
**DOB:** 1**First:** STEPHANIE**Mid:****Dr Lic:****Address:****Race:** U**Sex:** F**Phone:** ( ) -**City:**