



# Crash Summary Report

## HWY15FH010

On Tuesday, September 15, 2015, about 7:03 a.m. local time, a 47-passenger 2009 International school bus, operated by the Houston Independent School District (HISD) and occupied by the driver and four HISD students was traveling eastbound on South Loop East Freeway (IH-610) in the right center lane<sup>1</sup> of the four-lane limited access highway at an estimated speed of 55 miles per hour (mph).<sup>2</sup> The school bus had entered eastbound IH-610 at South Wayside Drive and was in-route to Furr High School. After traveling approximately one mile on eastbound IH-610, the school bus approached the overpass above Telephone Road. About the same time, a 2004 Buick LeSabre passenger vehicle was traveling eastbound on IH-610 in the left center lane<sup>3</sup> at an estimated speed of 69 mph.<sup>4</sup> As the Buick overtook the school bus, the Buick departed its lane of travel to the right and collided with the school bus in the vicinity of the left front wheel. The school bus moved to the right, traversed the right travel lane<sup>5</sup> and shoulder, and impacted the bridge rail<sup>6</sup> at an approximate 28 degree angle<sup>7</sup>. The bus overrode the concrete portion of the bridge rail; and breached the metal railing along the top of the concrete parapet leaving an approximate 30 foot long opening in the metal rail before falling approximately 21 feet onto Telephone Road. The bus came to rest on its left side facing westward on the east side of Telephone Road. The Buick came to rest on the right shoulder of IH-610 beyond the overpass.

As a result of the crash, two student passengers on the bus died and the remaining two received serious injuries. The driver of the HISD school bus received serious injuries and the driver of the Buick was not injured.

The weather was clear, there was no precipitation at the time of the crash, and the road surface was dry. Light winds were reported at 4 mph. Civil twilight began at 6:42 a.m. with sunrise at 7:06 a.m. At the time of the crash, the sun was approximately 1.5 degrees below the horizon.

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<sup>1</sup>The right center lane is considered the second lane viewed by the driver in the direction of travel looking from right to left.

<sup>2</sup>The estimated speed of 55 mph for the school bus was determined through an NTSB analysis of the HISD school bus video.

<sup>3</sup>The left center lane is considered the third lane viewed by the driver in the direction of travel looking from right to left.

<sup>4</sup>The estimated speed of 69 mph for the passenger vehicle was determined through an NTSB analysis of the HISD school bus video.

<sup>5</sup>The right lane is considered the first lane viewed by the driver in the direction of travel looking from right to left.

<sup>6</sup>The bridge rail was described as a Type C4 (modified) railing that consisted of a one foot and six inch (1'-6") high concrete parapet with metal posts and rail bringing the total design height to three feet (3').

<sup>7</sup>The 28 degree angle is the angle turned from a line parallel with the bridge rail to a line parallel with the tire friction marks. The tire friction marks were left by the HISD school bus and found on the right shoulder.