

SURVIVAL FACTORS ATTACHMENT

Commonwealth of Pennsylvania Police Crash Report PA 2020-22463

Mount Pleasant, PA

HWY20MH002

(26 pages)

AA-50 CA		TX /CASE N	lumber:	PA 20:	20-224	63		Со	mm					nnsylva	ani	а					F	PAGE 1
Cra	ısl	h involv								Polic				•		REPORTA	ABLE					
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Police		oproval Da 03/04/20:								Reviews KLEP		SON	DRAI	L				Review		Badge Numb	er	
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Eye Protection?

Long Sleeves?

Over Ankle Boots?

Long Pants?

Passenger Helmet Type

Passenger?

Head Lights?

Pedalcycle

DOT/Snell Designation?

Helmet?

Rear Reflectors?

Helmet Staved On?

	0 TX D/CASE Nu	mher:	PA 2020-2	22463		Comn	non	wea	alth	of Penns	ylvar	nia					PAGE 3
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-,,		() DUI		Fatality		} Hit and F	Run	1) Comr	mercial Vehicle	,	State i	Police Vehicle	(} Local i	Police	Vehicle
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Commercial	HazMat Class	. 1					Release Indicator 1										
O	HazMat Class 2								-		Releas	e Indicator 2					
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10:04 PM

NOT APPLICABLE

Airbag

-500 TX CAD/CASE Number: PA 2020-22463	Commonwe	alth of	Pennsylvania				PAGE 13	
Crash Involves:	Polic	e Crash	Report R	EPORTAE	BLE			
• •	٠ .	(E) Commerc		State Poli	ice Vehicle		l Police Vehicle	
O N/A O Work Zone) ATV {	Snowmol	oile O	Common	wealth Vehicle	~ <u>~</u>	Gov Vehicle	
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AA-500 TX Commonwealth of Pennsylvania PAGE 19 CAD/CASE Number: PA 2020-22463 **Police Crash Report** REPORTABLE Crash Involves: Hit and Run (Commercial Vehicle O Local Police Vehicle State Police Vehicle O DUI Fatality O Local Gov Vehicle () N/A Ommonwealth Vehicle O ATV Snowmobile Donogal interchange, Approx. 4.5 Miles 사이가 가다 오는사내는 Roll over onto passonger side Diagram 170 W/B, 70 MFH. First Point of Root Concrete Barrier

AA-500 TX Commonwealth of Pennsylvania PAGE 20 CAD/CASE Number: PA 2020-22463 Police Crash Report **ŘEPORTABLE** Crash Involves: Local Police Vehicle State Police Vehicle () Hit and Run (Commercial Vehicle () DUI (♠) Fatality Local Gov Vehicle

← Snowmobile

() Work Zone

{ } N/A

⟨} ATV

CR	ASF	1Y2 F	NOP	SIS

Commonwealth Vehicle

This crash occurred as unit#1 was traveling west on the PA Turnpike. For unknown reasons, the operator of unit#1 lost control of the vehicle and the vehicle traveled off the road and impacted with an embankment. After impacting with the embankment, unit#1 rolled over onto the passenger side of the vehicle and slid across the roadway and impacted with a center concrete barrier.

CRASH DETAILS

This crash was located in Mt. Pleasant Township, Westmoreland County. Pennsylvania Turnpike Interstate 70 is a four lane, concrete divided highway with two lanes eastbound and two lanes westbound with usable asphalt berms on the eastbound and westbound sides. 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. There were two separate crashes that occurred after the initial bus crash which were directly related to the bus. The details of those crashes will be documented on Crash Report# PA2020-58264 and PA 2020-67134. The National Transportation Safety Board was contacted by Pennsylvania State Police Highspire Desk Personnel on 01/05/2020 due to the five fatalities from the three crashes.

It is my belief, after the best possible investigation with the evidence collected, that the crash occurred as follows: This crash occurred as unit#1 was traveling west on Pennsylvania Turnpike Interstate 70 in the westbound lanes. For unknown reasons, unit#1 traveled off the right side of the roadway and impacted with an embankment located off the right side of the roadway with the right front end of the bus. At this time, the rear of the bus rotated in a clockwise rotation and the left rear portion of the bus impacted with the embankment. At this time, the bus rolled over onto the passenger side of the vehicle. After rolling over, the bus slid on its passenger side and then the front of the bus impacted with the center concrete barrier causing the barrier to break away and fall over into the eastbound berm area. Unit#1 came to rest resting against the center concrete barrier facing southwest.

Unit#1 came to its final point of rest resting on the passenger side of the vehicle against the center concrete barrier. Unit#1 was facing southwest. Unit#1 was then struck by a FedEx tractor trailer and a UPS tractor trailer in a separate crash. The details of that crash will be documented on Crash Report# PA 2020-58264.

Physical evidence observed at the scene consisted of severe damage to the front portion of unit#1. The entire front of the bus was ripped off of the vehicle and was hanging down onto the ground from the driver side of the vehicle. There was what appeared to be a very large puddle/stream of diesel fuel flowing from under the bus and the odor of diesel fuel was very strong. There were duffle bags, suit cases and what appeared to be items of clothing scattered over the entire crash scene. There was also what appeared to be glass, plastic and metal debris pieces scattered over the entire crash scene. 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 Greensburg Forensic Services Unit. All photos taken at the scene will be retained at Pennsylvania State Police Troop A Greensburg Barracks. Cross Reference Incident# PA2020-58264 and PA2020-67134 for details of his investigation.

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. Trooper SHAULIS was assisted at the scene by Collision Analysis Reconstruction Specialists Unit members Corporal Todd STEPHENSON, Troop B, Trooper Cory ROLAND,

CRASH DETAILS

Troop A, and Trooper Edmund SICHLER, Troop D.

The operator of unit#1 was not interviewed as he was pronounced deceased at the scene on 01/05/2020 at approximately 0545 hours by Westmoreland County Deputy Coroner Joshua ZAPPONE. Manner of death is listed as blunt force trauma to the head.

There were numerous interviews conducted by different members of the Pennsylvania State Police Troop T New Stanton and Somerset Barracks as well as members of the Bureau of Criminal Investigation in reference to this crash investigation and those interviews will be documented on Supplemental Reports attached to this crash report. I was unable to interview any passengers of the bus upon my arrival at the scene as they were being loaded into Ambulances and transported to hospitals for injuries sustained during the crash.

A Fatal Crash Entry was made via the Pennsylvania State Police INET by Trooper James TAJC, Pennsylvania State Police 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, Richard DEFRANK, and 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 owner of unit#1 and the Pennsylvania Turnpike Commission (property damage) upon completion of this report.

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

The operator of unit#1 had in his possession a valid New York Drivers License which was located in his wallet. The wallet was located in the operator's left rear pocket. The wallet was taken into custody by Joshua ZAPPONE, Westmoreland County Deputy Coroner and was transported with the operator from the scene.

An Autopsy was performed on the operator of unit#1 on Monday 01/06/2020 by Doctor Cyril H. WECHT and Pathology Associates.

Next of Kin Notification was made via telephone by Westmoreland County Deputy Coroner Joshua ZAPPONE on 01/05/2020 at approximately 1740 hours. ZAPPONE spoke to the operator's niece, Maple CHEN, who in turn went to the operator's residence and notified his wife.

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

Unit#1 was 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. The inspections performed on unit#1 by the Pennsylvania State Police Motor Carrier Safety Administration program members and the National Traffic Safety Board did not reveal any pre existing contributing mechanical failures. Supplemental Reports to follow pending receipt from the Pennsylvania State Police Motor Carrier Safety Administration Program members assigned to assist with the inspections.

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

CAD/CASE Number: PA 2020-22463			Common	PAGE		
Crash Invol	_	(A) Catality	() Hit and Run	olice Crash Report	REPORTABLE State Police Vehicle	.
	() DUI () N/A	(#) Fatality () Work Zone	() ATV	() Snowmobile	O Commonwealth Vehicle	O Local Gov Vehicle
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- <u>-</u>				CRASH DETAILS		
75 New approxir	Stanton to 1	facilitate crash hours on 01/0	investigation. 05/2020.	the state of the s	ect from approximately	0430 hours to

A-500S TX Supplemental CAD/CASE Number PA 2020-22463		Commonwealth of Pennsylvania Police Crash Report REPORTABLE						
Crash Involves:	F0	nice Crash Report	REPORTABLE					
ODUI Patality N/A Work Zone	O Hit and Run ATV	© Commercial Vehicle O Snowmobile	State Police Vehicle Commonwealth Vehicle	O Local Police Vehicle O Local Gov Vehicle				

CRASH DETAILS

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 hours to approximately 1817 hours on 01/05/2020.

This investigation continues.

On 03/12/2020 this crash was supplemented to include the following information: When the original crash report was completed and submitted, the description of the eastbound lanes was labeled as two lanes. When the Troop A Collision Analysis Reconstruction Specialist, Trooper Jordan SHAULIS, reviewed the crash after the crash was submitted, he observed that the accurate description of the eastbound lanes is three lanes.

A-500S TX S CAD/CASE N ℃rash Involve		2020-22463		wealth of Pennsylv blice Crash Report	rania , (ALT) , A	PAGE 22
,	O DUI	Fatality	O Hit and Dun	Commercial Vehicle		C Local Police Vehicle
	() N/A	O Work Zone	○ ATV	O Snowmobile	Ocmmonwealth Vehicle	O Local Gov Vehicle
				CRASH DETAILS		
	o facilitate	crash investig			ound from Exit 161 Breez a approximately 0430 ho	
This inves	stigation c	ontinues.		•	•	
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Supplemental to follow pending receipt of the Collision Analysis Reconstruction Report.

CAD/CASE N	• • • • • • • • • • • • • • • • • • • •	2020-22463		wealth of Pennsylv lice Crash Report	ania REPORTABLE	PAGE 22
	O DUI	(Fatality	O Hit and Run	Commercial Vehicle	State Police Vehicle	O Local Police Vehicle
٠	O N/A	Work Zone	O ATV	O Snowmobile	Ocmmonwealth Vehicle	O Local Gov Vehicle
				CRASH DETAILS		
Stanton to		crash investig			und from Exit 161 Breez approximately 0430 ho	
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On 07/17/	2020, I red	eived the Colli	ision Analysis	Reconstruction Repor	t pertaining to the abov	e named crash via m

on 07/17/2020, I received the Collision Analysis Reconstruction Report pertaining to the above named crash via my station mailbox. The direct cause of this crash was determined to be operator error on the part of the operator of unit#1. The initial crash of unit#1 initiated the subsequent crashes. 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 and unit#2 was able to effectively reduce speed during braking prior to impacting with unit#1. Due to limited pre impact roadway evidence and 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 the Pennsylvania State Police Troop T New Stanton Barracks.

This investigation is closed.