



**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF HIGHWAY SAFETY
WASHINGTON, D.C.**

**HIGHWAY, HUMAN PERFORMANCE, AND OPERATIONS
FACTORS GROUP CHAIRMAN'S FACTUAL REPORT**

A. CRASH INFORMATION

Location: 9500 block US Route 76 (US-76), Belton, Anderson County, South Carolina

Vehicle 1: 2009 Ford E350 chassis with a Goshen Coach, Inc. 14-passenger medium-size bus body, operated by Anderson County Disabilities and Special Needs Board of Anderson, South Carolina

Vehicle 2: 2015 Chevrolet Equinox Sport Utility Vehicle, private operator

Date: December 17, 2019

Time: 3:30 p.m. Eastern Standard Time (EST)

NTSB #: **HWY20FH001**

B. CRASH SUMMARY

For a summary of the crash, refer to the *Crash Summary Report*, in the docket for this investigation.

C. HIGHWAY, HUMAN PERFORMANCE AND OPERATIONS FACTORS GROUP

David S. Rayburn, Group Chairman
National Transportation Safety Board
490 L'Enfant Plaza, SW
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D. DETAILS OF THE HIGHWAY FACTORS, HUMAN PERFORMANCE AND OPERATIONS INVESTIGATION

The highway investigative portion of this report examined the U.S. Highway 76 (US-76) highway traffic metrics including the traffic volumes, posted speed limits, and design speeds in the vicinity of the crash site. Next, the US-76 construction and design documents were examined along with plan and profile. The US-76 accident history was examined for similar head-on collisions along a 1.5-mile-long segment east and west of the crash site. The crash scene was examined and photographed, and supplemental scene measurements were made. A copy of the investigating police agency South Carolina Highway Patrol (SCHP) survey was obtained.

The human performance investigation of this report addressed the behavioral, medical, operational, and environmental factors associated with the driver of the 2009 Goshen bus and the driver of the 2015 Chevrolet SUV.

The operations investigative portion of this report addressed the operations of the Anderson County Disabilities and Special Needs Board (ACDSNB), the owner of the 2009 Goshen bus and the oversight provided by the South Carolina Department of Disabilities and Special Needs. This report documents the carrier's history, operations, and safety culture. This report will also review the hiring practices, training procedures, and duties and responsibilities for the operator of the bus who was employed by ACDSNB at the time of the crash. This report also examines the South Carolina Department of Motor Vehicles (SCDMV) oversight of non-commercial licensed drivers with a history of seizure disorders.

1. Crash Location and Prefatory Data

The crash occurred in the 9500 block of US-76 about 0.70 miles east of Belton, South Carolina. The area of impact was approximately 0.59 miles west of Beeks Road. The Global Positioning Satellite (GPS) coordinates for the crash scene were 34° 30' 20.14" N by 82° 28' 13.95" W. The crash site was located at milepost 27.45 and construction plan station No. 94.5.¹ See **Figures 1-4** below for Google Earth views of the crash site and the crash scene diagram.

¹ See Highway Attachment, South Carolina Highway Patrol Report and DOT Design Plans for more detailed information.

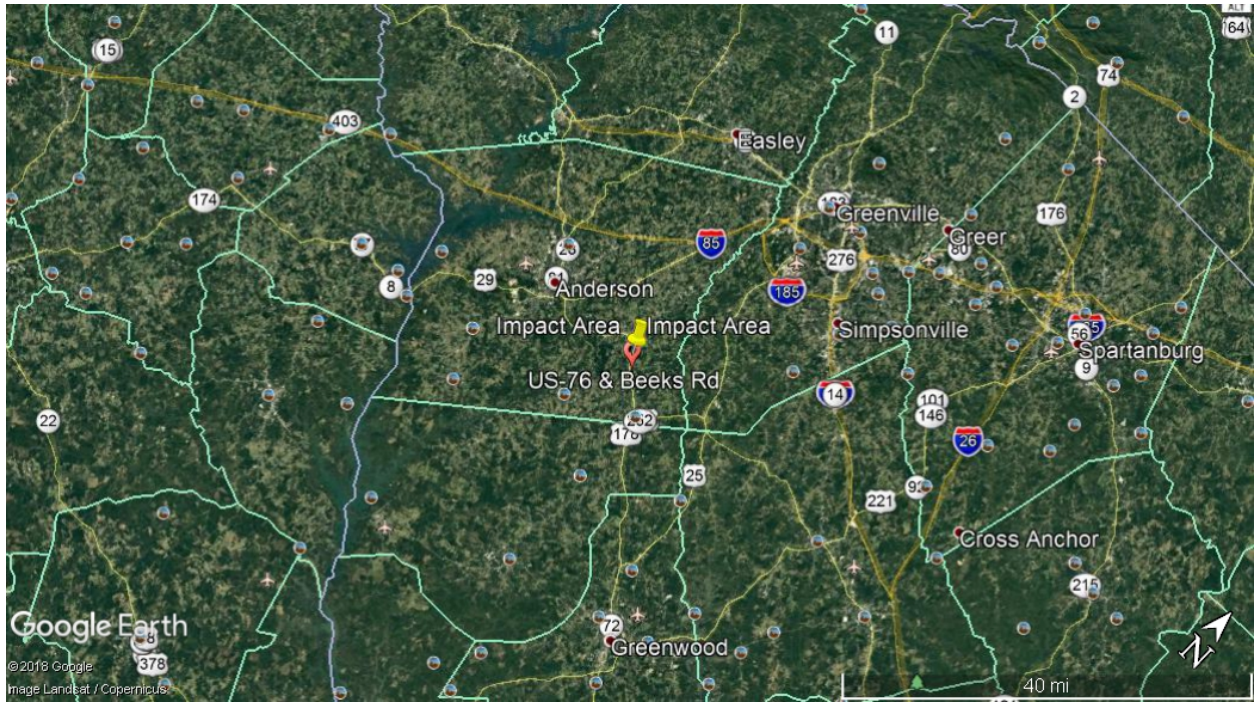


Figure 1. Area map showing crash outside of Greenville, South Carolina.

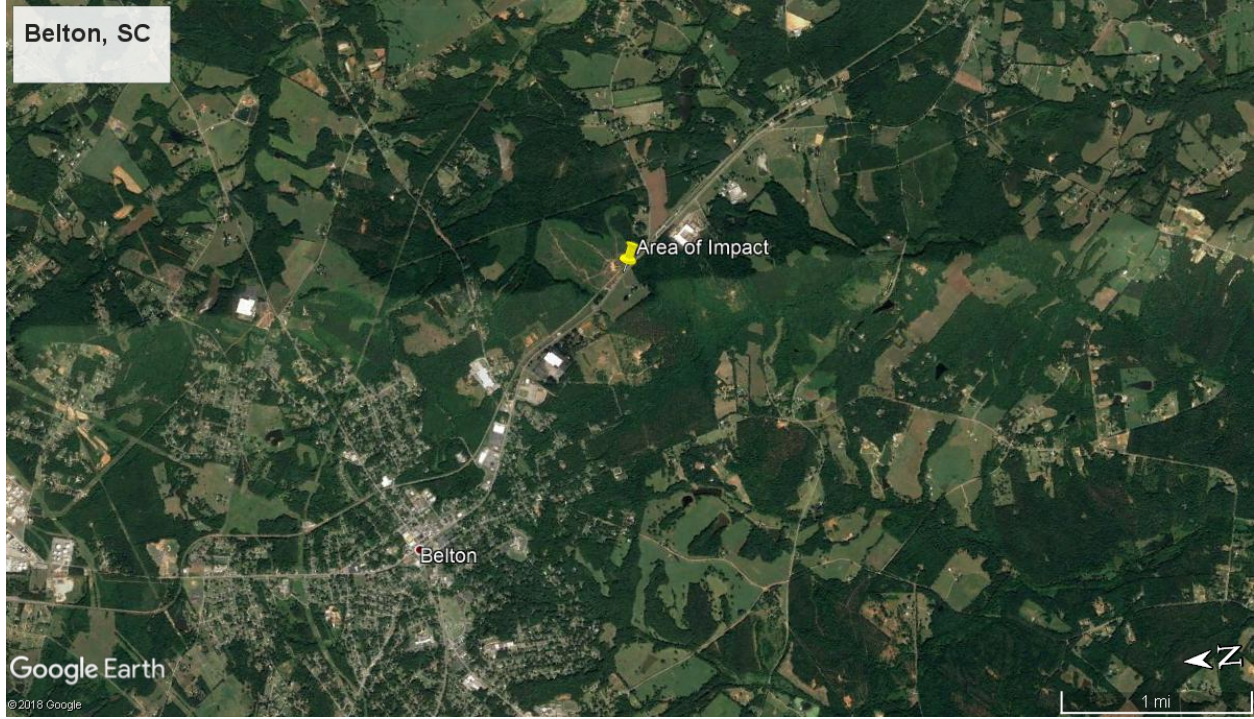


Figure 2. Crash Site location on US-76 near the city of Belton, South Carolina.

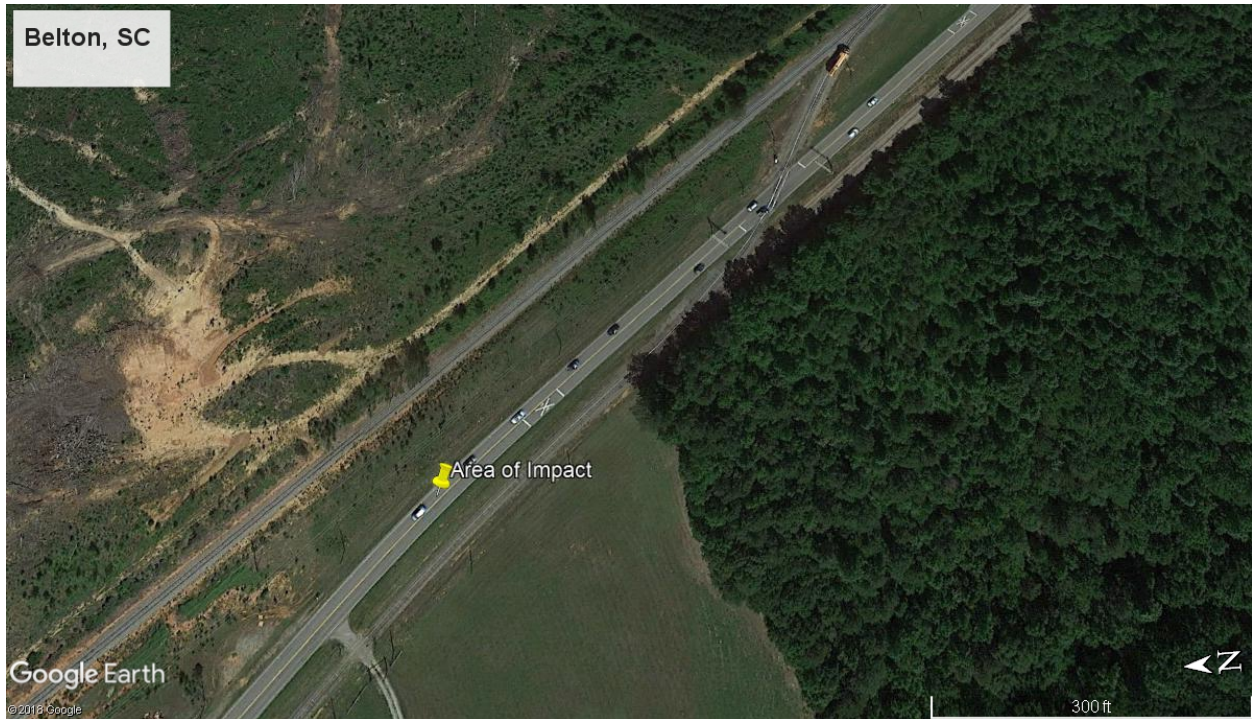


Figure 3. Satellite overhead view showing crash site between Pickens Railway grade crossings 716995G and 726281U.

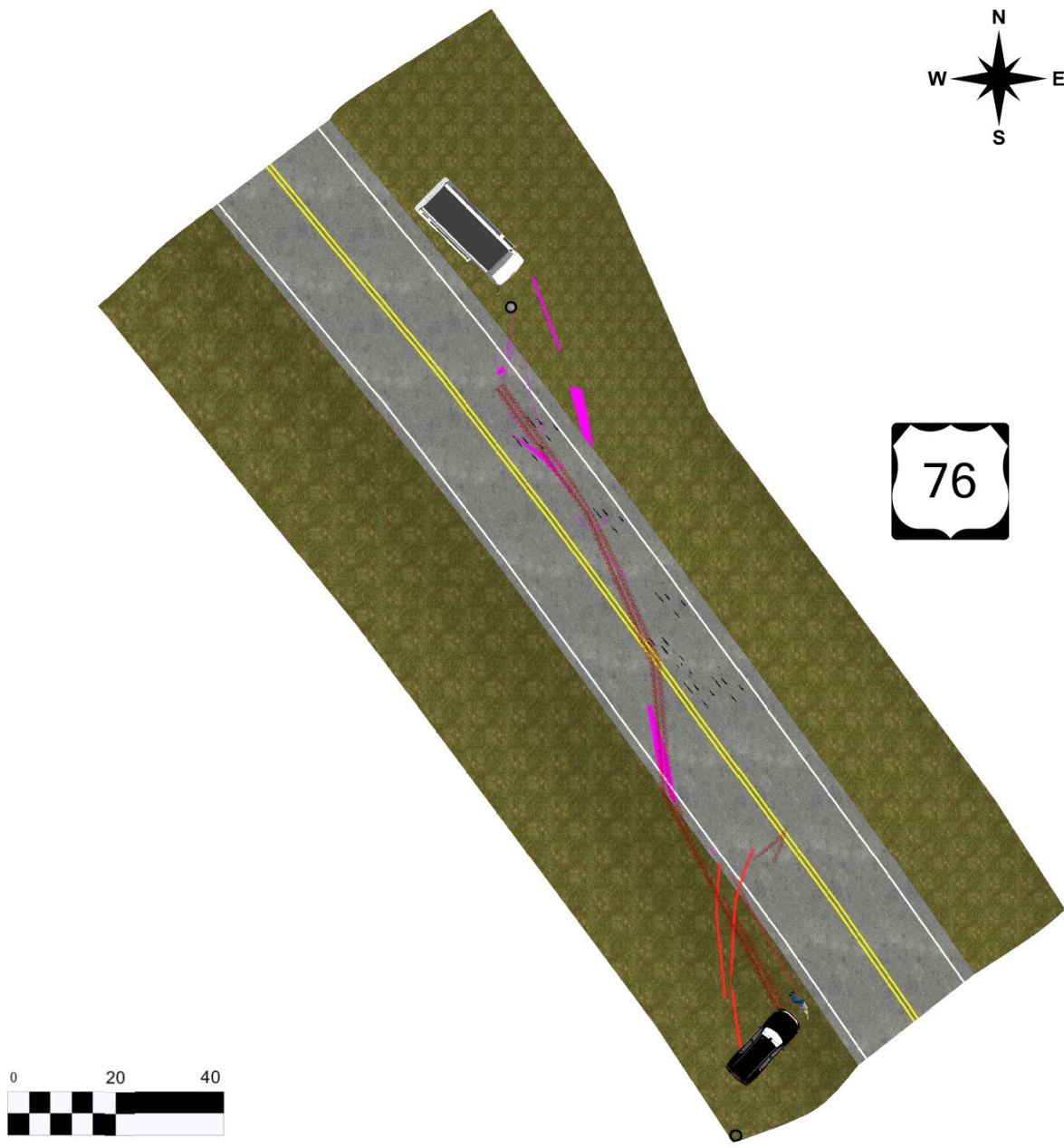


Figure 4. Scene diagram Courtesy of the South Carolina Highway Patrol.

2. General Highway Description

US-76 was an asphalt paved, two-lane highway with one lane in each direction. The 2015 Chevrolet (SUV) was traveling southeast on US-76 and the 2009 Goshen bus was traveling northwest. The asphalt surfaced roadway had a cross section that measured approximately 27-feet-wide. The travel lanes were 11-feet-wide with two-foot-wide paved shoulders and a one-foot-wide

double yellow center line pavement stripe that delineated the opposing traffic lanes. The right-hand shoulders were delineated from the travel lanes by a solid white pavement stripe. Rumble strips or alert grooves were milled into the white shoulder stripe.

3. General Factors

3.1. Weather

The closest official National Weather Service weather station, for which historical data was available, was located at the Greenville-Spartanburg International Airport, (KGSP) about 24 miles northeast of the crash site. Data for the observations closest to the time of the crash on December 17, 2019, are shown in Table 1.

Table 1. Data from weather station KGSP, 24 miles northeast of the crash site.

Time (EST)	3:26 p.m.
Temperature	62° F
Dew Point	59° F
Humidity	90%
Pressure	28.70 in
Wind Dir.	SW
Wind Speed	9 mph
Wind Gust Speed	N/A
Precipitation	0.0
Events	None
Conditions	Light rain

3.2. Illumination

For December 17, 2019, morning civil twilight (civil dawn) occurred at 7:03 a.m., and sunrise occurred at 7:31 a.m. Morning civil twilight begins when the geometric center of the sun is 6 degrees below the horizon. According to the [National Oceanic & Atmospheric Administration](https://www.esrl.noaa.gov/gmd/grad/solcalc/) solar calculator, at 3:35 p.m., the sun at the crash location was at an angle 225 degrees of true north, with an elevation in the sky of 17 degrees above the horizon.² At this location, the sun would have been directly to the right of the vehicle as it traveled south on US-76.

4. Traffic Metrics

The posted speed limit for US-76 at the crash site location was 45 mph. The Average Daily Traffic (ADT) count was 6,400 vehicles per day.

5. Crash Curve Geometry and Sight Distance

The Chevrolet SUV was traveling on a slight one percent upgrade section of roadway entering a 261-foot-long right-hand curve that had a radius of approximately 1,910 feet or 3

² <https://www.esrl.noaa.gov/gmd/grad/solcalc/>

degrees. Supplemental measurements indicated the superelevation or bank of the curve was 4.5 percent. There were no horizontal sight restrictions on the curve. The weather was cloudy, and the pavement was dry, (a light rain had fallen earlier). See Figure 5 below for a view of the curve location and collision marks.



Figure 5. View of westbound US-76, showing Scrubs in bus's travel lane.

6. Accident History

The South Carolina Department of Transportation (SCDOT) provided the NTSB with a list of all the crashes along a 1.5-mile-long segment of US-76 from milepost (MPT) 26.8 to MPT 28.3 for a 9.7-year time period from January 1, 2010 through September 30, 2019. Thirty-five other crashes occurred during this time frame within this roadway segment. The manner of collisions typically involved rear-end collisions and run off the road crashes. The December 17, 2019, crash was the only head-on collision during this time and only one other property damage only accident happened in the crash curve segment. A breakdown of the list by severity showed that one other fatal crash occurred, eight injury crashes and 26 property damage only crashes occurred.³

³ See Highway Attachment DOT Accident History for more details.

7. Construction and Maintenance

US-76 was originally surveyed and constructed in 1928. The pavement was last resurfaced in 2004 and the rumble strips were added to the right-hand shoulders in 2009.

8. Crash Scene Information

There were gouges and scrapes in the westbound lane of US-76 marking the impact location. Laterally, the gouges were located about 3.5 feet north of the double yellow centerline, indicating the Chevrolet SUV had encroached approximately 1/3 of the lane width into the opposing traffic lane at impact. At impact, both the bus and SUV rotated counterclockwise with the bus coming to a final position facing east and the SUV facing north and west.

A witness behind the SUV indicated the SUV had traveled completely onto the wrong side of the road then back to the right into the correct lane. Next, the SUV traveled into the opposing lane again and off the pavement into the grass. Then, it traveled to the right off the pavement, and then back into the proper lane. At this point the SUV accelerated to a high rate of speed with the witness driving 80 mph trying to catch up with the SUV. Finally, just before impact the SUV travelled across the center line where the impact occurred.⁴

9. Human Performance Information

9.1. ACDSNB Bus Driver

9.1.1 Driver Background

The 27-year-old female bus driver held a Class D driver license, issued by the SCDMV. In South Carolina, a class D driver license (DL) permits the holder to drive non-commercial passenger vehicles, such as cars and trucks, which do not exceed 26,000 pounds gross vehicle weight rating.⁵ She was not required to have a commercial driver license (CDL) to operate the 14-passenger bus. Her most recent license was issued in 2016 and expired in 2023. Table 2 lists her motor vehicle convictions in the past 10 years. She was 5 feet 7 inches tall and weighed 165 pounds.⁶ The busdriver completed her required Defensive Driver (DDC) training from the National Safety Council and began working for the ACDSNB in September of 2017.

Table 2. Busdriver traffic convictions during the past 10 years.

Date	Traffic Conviction
May 2019	Speeding
April 2016	Speeding

⁴ See Human Performance Attachment “ South Carolina Highway Patrol Witness Interview-Hawkins”, in the public docket for this investigation.

⁵ With a Class D driver license, the person may also operate a moped or three-wheel vehicle (excluding a motorcycle with a detachable sidecar).

⁶ See Human Performance Attachment Busdriver Certified Driver Record for 10-year Driver History.

The busdriver was interviewed by the NTSB on December 19, 2019. She stated she was well rested, in good health, and not taking any medications that would affect her driving at the time of the crash.⁷ She stated that on the Sunday before the crash (December 15th) she awoke about 7:30 a.m. that day and went to sleep about 8:30 p.m. On Monday (December 16th) she awoke about 4:45 a.m. and arrived at work at 6:30 a.m. She finished work at 4:45 p.m. and went to sleep about 8:30 p.m. On Tuesday, December 17th (the day of the crash) she awoke about 4:45 a.m. and went to work about 6:30 a.m. The crash occurred while she was operating the bus returning ACDSNB passengers from an outing.

In response to questions about her attentiveness, she indicated she was not talking on her cell phone, was not distracted, and was focused on the road ahead when the SUV driver suddenly swerved into her lane. She stated that there was no time to avoid the crash.

10. 2015 Chevrolet SUV Driver

10.1 Background Information

The 53-year-old female 2015 Chevrolet SUV driver held a Class D South Carolina DL, issued by the SCDMV. In South Carolina, a Class D driver license permits the holder to operate non-commercial passenger vehicles, such as cars and trucks, that do not exceed a 26,000-pound gross vehicle weight rating. The license was issued in 2017 and expires in 2027. She had no history of traffic violations or accident involvement for the preceding 10-year-period. Her license indicated she was 5 foot 4 inches tall and weighed 175 pounds. A subpoena was issued to the SCDMV for documentation related to this driver with the SCDMV and Medical Advisory Board (MAB) and whether any MAB actions were initiated for this driver. Their initial response to the subpoena indicated the only other documents associated with her driver record was a copy of the crash report from December 17, 2019.⁸ However, a further check of microfiche records by the DMV showed that the SUV driver had been involved in three other crashes. One each in 1998 and 1999 where the other driver rear-ended the SUV driver and a crash in 2006 where the SUV driver ran off the road and struck a utility pole. In the 2006 crash, the crash report documented that the SCHP coded the contributing circumstances as a medical related event.

After the December 17, 2019 crash occurred, the SUV driver's husband came to the scene where he stated to the SCHP that his wife had previously had a crash related to a seizure approximately 10 years before.⁹

Insurance information from databases indicated the 2015 Chevrolet SUV driver was involved in the following crashes outlined in Table 3.

⁷ See Human Performance Attachment Transcript of Busdriver's Interview for more details.

⁸ See Human Performance Attachment SCDMV Response to NTSB Subpoena.

⁹ Information about the previous seizure related crash was provided to the NTSB by the local SCHP Troop Commander.

Table 3. 2015 Chevrolet SUV drivers crash history according to insurance databases.¹⁰

Date	Location	Description	Police Agency
12-16-2019	US-76, Belton	Crossed solid center line	SCHP
4-25-2018	Belton Middle School Belton SC	Struck a parked CMV	Belton Police Department
1-3-2018	Honea Path Belton SC	Single vehicle, swerved to avoid an object	SCHP
10-18-2006	US-76, Belton SC	Suffered medical issue, swerved off roadway struck utility pole and tree	SCHP
07-20-2006	No information		
03-26-2006	No Information	One vehicle	
04-13-1998	No Information		

10.2 Prescription and Medical Information for 2015 Chevrolet SUV Driver

The NTSB issued several subpoenas to pharmacies the SUV driver used. Physicians identified on her pharmacy records indicated she was currently on anti-seizure medication.¹¹ Toxicological samples provided to the NTSB were sent to the Federal Aviation Administration (FAA) Forensic Sciences Laboratory for testing. The test results showed that the SUV driver's sample contained Phenytoin (Dilantin) 7,827 ng/ml and Duloxetine (Cymbalta) was detected but not quantified due to sample size. Also, the specimens were tested by the South Carolina Law Enforcement Division Forensic Services Laboratory (SLED). The sample of ocular fluid submitted was examined for the presence of the common drugs of abuse including, ethanol, amphetamines, methamphetamines, cocaine metabolites, opiates, cannabinoids, benzodiazepines, and tricyclic anti-depressants. The sample testing was completed on April 23, 2020 and found to be negative for all substances tested for.

On March 11, 2020, the SUV driver's husband was interviewed by NTSB investigators via telephone. He did state his wife had a seizure in 2006 while driving, causing her to drive off the roadway and her vehicle struck a utility pole. He said that his wife's doctor told her to stop driving until she was seizure free for six months. He also stated the seizure and crash were never reported to the DMV by her treating doctor. He indicated his wife's seizure condition was under control at the time of the 2019 Belton crash and that she had not had any recent problems related to seizures.

10.3 SUV Infotainment System

The SUV driver's husband also indicated that his wife had her cell phone connected to her vehicles infotainment center where she could talk "hands free."

Investigators examined the 2015 Chevrolet Equinox SUV owner's manual for the instructions to operate the cell phone through the infotainment system. The systems can be

¹⁰ According to the ISO Claim Search database. ISO Claim Search is an insurance fraud detection system owned by the Insurance Services Office (ISO).

¹¹ See NTSB Medical Officer's Medical Factors Group Chairman's Report for details on the driver's prescription medicine use and current medical diagnoses.

operated by using the pushbuttons, multifunction knobs, display menus, and steering wheel controls. The “Bluetooth” section of the manual describes how the owners cell phone can be connected to the infotainment system for hands free driving using the cell phone contact list and the push button displays to allow hands-free operation while driving. Also, the system can be set up to operate on voice commands. If voice commands or the contact list is not used, then the driver would either dial the phone manually or touch the numbers on the display panel to place a call. The postcrash NTSB inspection was not able to determine how the system was configured with the SUV driver’s cell phone. Also, it was noted in the manual that a section described that the system may not recognize voice commands if there is too much background noise. This fact is highlighted since the vehicle inspection showed that the driver’s sunroof was open at the time of the crash. It was not determined if the wind noise at the SUV driver’s rate of speed would interfere with the voice commands if used. Figure 6 below is a graphic from the owners-manual showing the controls on the infotainment system display.

Overview

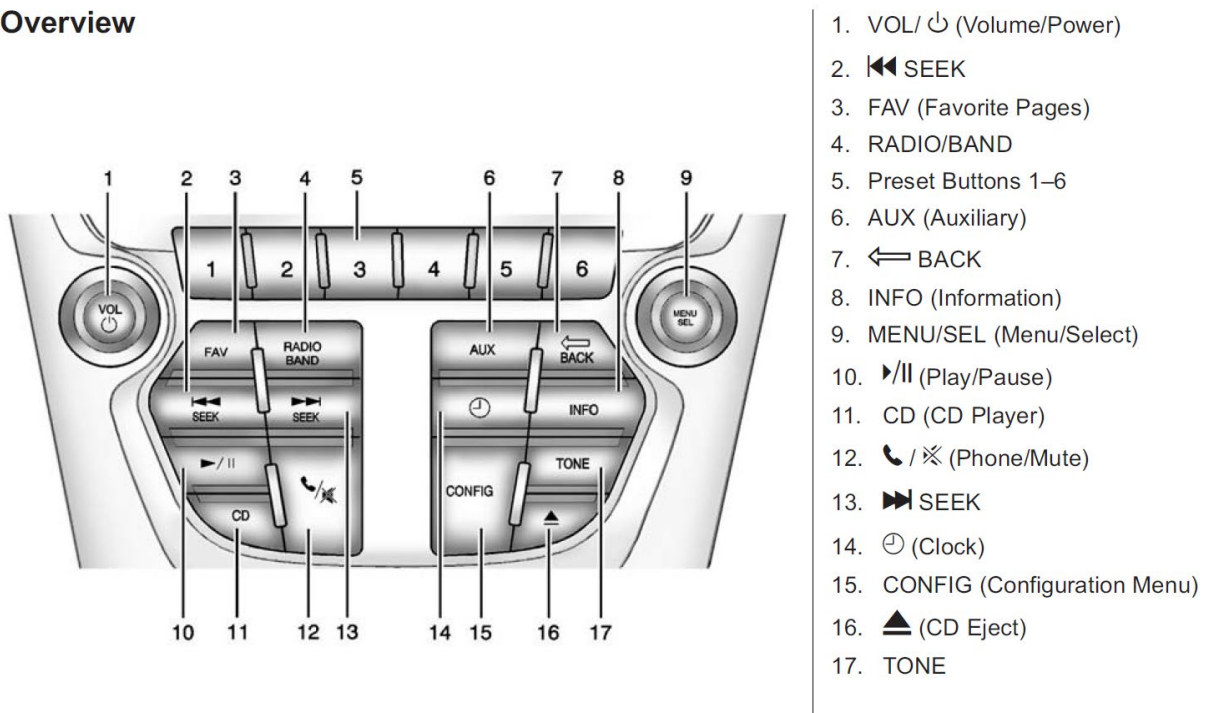


Figure 6. Graphic of infotainment display controls.

On March 12th, 2020, NTSB investigators conducted a telephone interview with the School Induction Coordinator (a school official) where the SUV driver worked as a substitute teacher on the day of the Belton crash. The Coordinator stated she spent about 30 minutes with the SUV driver after the SUV driver taught class and then walked with her out to the SUV driver’s vehicle. She indicated the driver did not appear to be having any physical or mental problems

before she departed in her SUV.¹² She indicated she had been a life-long acquaintance of the SUV driver and had never heard of her having any seizure problems while she was teaching.

10.4 SUV Driver's Cellular Telephone Information

Cell phone records were provided by the SUV driver's carrier for the 48-hour period from midnight on December 15, 2019 through midnight December 17, 2019.¹³ The records show that on Sunday, December 15, the last call placed from the phone was documented at 7:44 p.m. On Monday December 16th, the first logged call was placed at 7:42 a.m. and the last logged call was received about 10:19 p.m. Then on Tuesday, December 17th, the day of the crash, the first documented call from the SUV drivers' phone was placed at 7:31 a.m.

The last originating call documented before the crash from the SUV driver's mobile device originated at 3:13 p.m. and had an elapsed time of approximately 16 minutes and 19 seconds.¹⁴ On April 23, 2020, an NTSB investigator telephoned the phone number shown for this approximately 16-minute phone call and interviewed the person the SUV driver had spoken with.¹⁵

The interviewee stated that she and the SUV driver had been friends for over 30 years. She reported that during her conversation with the SUV driver, which involved a topic that was very upsetting to the SUV driver, the SUV driver said her daughter was calling on the other line, but she wanted to finish their conversation. The emotional content of the conversation was associated with the high school principal that had indicated to the SUV driver that he did not want her substitute teaching anymore at the high school because of an alleged incident where she was purportedly critical of a football player's performance.

The interviewee and the SUV driver ended their conversation at 3:29:20 p.m. The record showed that the SUV driver's mobile device initiated a call to her daughter's number at 3:29:36 p.m. that did not connect. Then six calls from that same number were shown to have been calling the SUV driver's cellphone but those calls did not connect. These calls occurred between 3:30:48 and 3:32:40, (the crash occurred about 3:30 p.m.) According to the SUV driver's friend that she spoke to from 3:16 p.m. to 3:29 p.m., the SUV driver's daughter told her after the crash that she was not able to connect with and speak to her mother (the SUV driver). The 911 call reporting the crash was received at 3:31 p.m.

11. Anderson County Disabilities and Special Needs Board Operations Information

11.1. Background Information

¹² Telephone interview with School Induction Coordinator.

¹³ Times contained within the cellphone carrier records were in Universal Time coordinated (UTC) that was converted to correspond to Eastern Standard Time (EST). See Human Performance Attachment Subpoenaed Cell Phone Records.

¹⁴ See Human Performance Attachment Subpoenaed Cell Phone Records.

¹⁵ See Human Performance Attachment Summary of April 23, 2020 Telephone Interview regarding SUV driver Last Phone Call Conversation.

The 2009 Goshen bus was operated by the Anderson County South Carolina Disabilities and Special Needs Board (ACDSNB), located in Anderson County, South Carolina.

11.2. ACDSNB Operational Structure

Grant monies are provided by the United States Department of Transportation Federal Transit Administration (FTA) to the South Carolina Department of Transportation Transit Division to fund transportation options for local county-level disabilities and special needs boards or to contract transportation providers to the boards through South Carolina Department of Disabilities and Special Needs (SCDDSN). Transportation is only a small part of the total SCDDSN operation which is designed to provide daytime care programs and opportunity for persons with disabilities and special needs. Most of the funding for the ACDSNB quasi-governmental operation is provided by Medicare and Medicaid through the SCDDSN, and a small portion is provided by private funding. The SCDDSN provides safety and operational oversight to the county boards and contract providers by requiring the establishment of standards, directives, and manuals. Vehicle, safety, training, and personnel policies are some of the areas addressed in the transportation of special needs consumers.

11.2.1 ACDSNB Driver Oversight and Training

The ACDSNB operated 34 vehicles and employed 29 drivers. Most of the drivers are employees who perform daily job duties at the ACDSNB that are not driving related. For example, the driver involved in the Belton crash only operated the bus as a driver for a small portion of her weekly job duties. All ACDSNB employees who perform some driving responsibilities receive approximately 2 weeks of pre-employment training and in-service training every three years to ensure job performance competency. Postcrash, the ACDSNB provided NTSB investigators with their policy documents on driver license and hiring practices, qualification standards, vehicle operational policies, and employee drug testing policies. Training certification records were provided on all drivers. ACDSNB driver oversight includes a policy on driver behavior monitoring through GPS technology that records vehicle speed for vehicles used to transport patients.¹⁶ Also the drivers received approximately 2 hours of training on wheel-chair installation and securement.¹⁷

After the Belton crash, the busdriver was not drug tested, which was in accordance with the ACDSNB operating policy requiring that the driver be judged at fault in an accident before post-accident drug testing is required.

12. South Carolina DMV Oversight of Noncommercial Drivers with Epilepsy

12.1. Identification of Drivers with Medical Conditions and Functional Impairments

¹⁶ See Operations Attachments: ACDSNB Accident Register, ACDSNB Training Requirements, ACDSNB Accident Report Form, ACDSNB Vehicle Operation Policy, ACDSNB Drug Testing Policy, ACDSNB In-Touch GPS Fleet Tracking Record for details on the Anderson County Disabilities and Special Needs Board oversight policies.

¹⁷ See Survival Factors Factual Report for training information related to wheelchair securement.

In South Carolina, drivers with current South Carolina DLs are required to appear in person to renew their licenses, unless their driving record is clean (no violations or accidents) and they are eligible to renew by mail (i.e., they had not received violations totaling more than five points within the previous two years and their DL was not suspended, cancelled, or revoked).

When applying for or renewing a DL in South Carolina, applicants are required to answer several questions about their health and medical conditions when they complete their license application form. For example, the form requires the applicant to answer:

In the past 12 months, have you experienced a loss of consciousness, muscular control, or seizure?

In the last six months, have you experienced a heart attack or heart surgery?

Have you had a stroke and not recovered sufficiently to safely operate a motor vehicle at this time?

Are you a habitual user of alcohol or any other drug to a degree which prevents you from safely operating a motor vehicle at this time?

Do you have any mental or physical condition preventing you from safely operating a motor vehicle at this time?

Has your doctor recommended you not drive or placed restrictions on your driving at this time?

Applicants who have had a seizure or other loss of consciousness within the past 12 months; a heart attack or heart surgery within the past 6-month period; or answered that they had a mental or physical condition that may prevent safe operation of a motor vehicle are required to have a physical exam performed by their treating physician and to submit a medical report to the SCDMV within 30 days before they could be licensed or re-licensed. If these conditions occurred more than six months before, the medical report was still issued to the driver, but the driver could renew his or her license at the time of application.

Although the form requires the applicant to answer about their personal medical history, SCDMV does not require medical doctors to report a driver to the SCDMV that has had seizure episodes (including those with a diagnosis of epilepsy). In the event the SCDMV does suspend or deny a driver license due to seizure, through the SCDMV (State) Medical Advisory Board, the decision may be appealed. If the decision is not appealed, or is appealed and the SCDMV decision is upheld, periodic medical updates are required at six months and then annually for three years.

The SUV driver in the Belton crash applied to renew her DL on August 27, 2007. She answered no to all questions related to medical problems, including questions about seizures in the preceding six months.¹⁸ The SUV driver's March 26, 2006 crash where she ran off the road and struck a utility pole (police coded the crash as related to a medical event), occurred outside the six-

¹⁸ See Human Performance Attachment SUV Driver's 2007 License Renewal Application Form.

month “lookback” window for the August 27, 2007 renewal.¹⁹ NTSB’s interview with the driver’s husband supported the medical event as coded in the police report for the 2006 single-vehicle crash, as he reported the crash resulted from his wife having a seizure. He also reported her doctor recommended she stop driving for six months following the accident.

During the Belton crash investigation, NTSB inquired with the SCHP about the SUV driver’s 2006 crash as a documented medical event. They responded that generally a driver with a medical event that causes the driver to operate unsafely would not be reported by the police to the SCDMV unless the SCHP witnesses the unsafe vehicle operation. The SCHP did not witness the crash on March 26, 2006, that was related to a seizure.²⁰

13. Docket Material

The following attachments and photographs are included in the docket for this investigation:

LIST OF ATTACHMENTS

Highway Attachment - South Carolina Highway Patrol Report and DOT Design Plans.

Highway Attachment - DOT Accident History.

Human Performance Attachment – Busdriver and SUV Driver Record for 10-year Driver History.

Human Performance Attachment – Transcript of Busdriver Interview.

Human Performance Attachment – South Carolina Highway Patrol Witness Interview-Hawkins

Human Performance Attachment – South Carolina DMV Response to NTSB Subpoena.

Human Performance Attachment – SUV Driver’s Cellular Telephone Records.

Human Performance Attachment – Toxicology Test Results.

Human Performance Attachment – SUV Driver’s 2007 SCDMV License Renewal Form.

Human Performance Attachment – SUV Driver’s 2006 Crash Report.

Human Performance Attachment – Interview Summary with SUV Driver’s Husband.

Human Performance Attachment – Interview with School Induction Coordinator.

¹⁹ See Human Performance Attachment SUV Driver’s Crash Report Dated March 26, 2006.

²⁰ Telephone Interview with SCHP Captain on March 26, 2020.

Human Performance Attachment – Interview with SCHP Captain

Human Performance Attachment – Interview Summary of Last Person SUV Driver Talked to on Cell Phone.

Operations Attachment – ACDSNB Accident Register.

Operations Attachment – ACDSNB Training Requirements.

Operations Attachment – ACDSNB Transportation Vehicle Report Form.

Operations Attachment – ACDSNB Drug Testing Policy.

Operations Attachment – ACDSNB Vehicle Operations Policy.

LIST OF PHOTOGRAPHS

Highway Photo 1 - This photo shows US-76 looking east the direction the SUV was traveling when it crossed over into the opposing traffic lane at the curve in the background.

Highway Photo 2 - Closer view of SUV driver's approach to the curve where the crash occurred.

Highway Photo 3 - Eastbound view of the curve alignment on US-76 with the impact area in the westbound lane.

Highway Photo 4 - View of US-76, looking east in the westbound lane, showing the darkened pavement area where the impact occurred.

Highway Photo 5 - View from US-76 centerline double yellow pavement stripe, showing the impact marks in the westbound lane with SUV's departure tiremarks leading back across the eastbound lanes onto the south roadside.

Highway Photo 6 - Westbound view of the curve on US-76 where the crash occurred. A vehicle is seen in the photo entering the curve so the reader can see the roadway alignment.

Highway Photo 7 - Westbound view of the curve where the crash occurred with an approaching SUV in the eastbound lane.

Highway Photo 8 - Closer view of curve alignment from the westbound lane.

Highway Photo 9 - Close-up view of impact area in the westbound lane where the SUV crossed into the opposing traffic lane. Gouges and tire marks on the pavement show where the vehicles collided head-on.

END OF REPORT

David S. Rayburn
Senior Crash Investigator