

H-166

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: March 22, 1979

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Forwarded to:

Honorable Thomas D. Moreland  
Commissioner  
Georgia Department of  
Transportation  
No. 2 Capitol Square  
Atlanta, Georgia 30334

SAFETY RECOMMENDATION(S)

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H-79-9  
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About 10:00 a.m., April 11, 1978, a "schoolbus" type bus, occupied by 56 boys and 2 adults, was southbound on I-75 near Tifton, Georgia, en route to Disney World, Florida, from Ypsilanti, Michigan. 1/ The bus was operated by the Ypsilanti Boys Club. As the bus exited I-75 at a safety rest area, it went off the road while negotiating a right curve on the exit lane, overturned, and struck a tree. Three passengers were killed and the driver and 25 passengers were injured.

Georgia Highway Department Sign Plan specifies placement of a ramp speed sign on the right shoulder 244 feet before the point of curvature; such a sign was not in place at the time of the crash. Maximum recommended speed would have been 25 mph. On April 13, 1978, the Georgia Department of Transportation recommended that "Chevron" signs be placed around the curve on the exit to safety rest area No. 9 and that 25-mph advisory exit speed signs be installed on all five exit ramps in District No. 4. At the time of the crash, there were no traffic control signs facing traffic on the exit ramp.

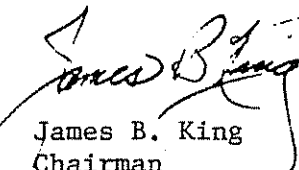
Solid white edge lines delineated the exit ramp but ended at the beginning of the curved section. There were no painted edge lines on the curved section of the exit ramp. Continuation of solid white pavement edge lines through the curve and length of the exit ramp would provide additional guidance.

1/ For more information read Highway Accident Report - Overturn of a Ypsilanti, Michigan, Boys Club Bus, I-75, Near Tifton, Georgia, April 11, 1978. (NTSB-HAR-79-2.)

Accordingly, the National Transportation Safety Board recommends that the State of Georgia:

"Continue pavement edge lines through the length of an exit ramp at locations where these lines have been terminated prior to the ramp's ending. (Class II, Priority Action) (H-79-9)

KING, Chairman, DRIVER, Vice Chairman, McADAMS and HOGUE, Members concurred in the above recommendation.

  
By: James B. King  
Chairman