

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: March 6, 1979

Forwarded to:

Honorable Karl S. Bowers
Administrator
Federal Highway Administration
Washington, D.C. 20590

SAFETY RECOMMENDATION(S)

H-79-7

At 4:15 p.m. on August 26, 1977, a 1973 Dodge van and a 1977 Peterbilt truck, pulling an empty 1977 Reliance full trailer, collided head-on during a moderate-to-heavy rainstorm on U.S. Route 91, 8 miles north of Scipio, Utah. The eight occupants of the van were killed and the truckdriver was injured. 1/

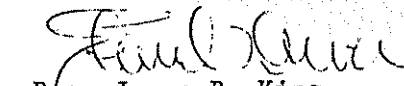
Available physical evidence and research data could not confirm or deny several possible factors that could have caused or contributed to the accident. Therefore, the Safety Board was only able to conclude that the accident occurred because either or both drivers failed to maintain their vehicle in the proper traffic lane.

In developing and evaluating the evidence for this accident the Safety Board became concerned about the inability of standard pavement inventory procedures to detect the fluctuating and progressively lower pavement frictional quality at this accident location. Further effort in developing better pavement evaluation techniques and criteria was indicated to be necessary for inventory purposes. The FHWA is currently involved in a comprehensive program to evaluate the information and guidelines offered to the States through its Highway Safety Program Standard No. 12 and Federal-Aid Highway Program Manual. Therefore, the National Transportation Safety Board recommends to the Federal Highway Administration:

1/ For more detailed information read: "Highway Accident Report -- Osterkamp Trucking, Inc., Truck/Full Trailer and Dodge Van Collision, U.S. Route 91, Scipio, Utah, August 26, 1977" (NTSB-HAR-79-1).

Evaluate the procedures used in the Safety Board's investigation of this accident for possible inclusion in FHWA guidelines for determining the frictional quality of pavements during pavement inventory programs. (Class II, Priority Action) (H-79-7)

KING, Chairman, McADAMS and HOGUE, Members, concurred in the above recommendation. DRIVER, Vice Chairman, did not participate.


By: James B. King
Chairman