

RECOMMENDATIONS

As a result of the investigation of this accident, the Safety Board on August 30, 1973, submitted three recommendations to the Governor of the State of Tennessee. (See Appendix C for a copy of the recommendation letter and the response of the State of Tennessee.) The Safety Board further recommends that:

1. The Federal Highway Administration:

- (a) Establish national performance standards, including dynamic testing procedures, for bridge rail systems. Such standards should extend performance criteria to include impact by heavy vehicles and should improve performance characteristics for impacts by all classes of vehicles. The establishment of these standards should be of high priority and compliance should be mandatory for all new bridge rail systems used on public roadways. (Recommendation No. H-74-18).
- (b) Assure that the State of Tennessee is maintaining Federal-aid highway projects in accordance with Federal law (U.S.C. Title 23, Section 116). (Recommendation No. H-74-19)

2. The State of Tennessee:

- (a) Implement all the provisions of Federal Highway Safety Program Standard No. 9, "Identification and Surveillance of Accident Locations," and No. 12, "Highway Design, Construction and Maintenance," with special emphasis on the provisions relating to each State's having a systematically organized program to identify and correct potential or existing hazardous conditions within the highway right-of-way. (Recommendation No. H-74-20).
- (b) Implement all the provisions of Federal Highway Safety Program Standard No. 18, "Accident Investigation and Reporting," with special emphasis on the provisions which require in-depth accident investigations by teams of two or more persons who represent a range of technical disciplines. (Recommendation No. H-74-21).