

**HIGHWAY FACTORS ATTACHMENT B
UDOT GUARDRAIL & SIDE SLOPE REVIEW
MEXICAN HAT, UTAH; 1/6/08
HWY-08-MH012**

We have reviewed the subject area around the crash site, and offer the following:

For the guard rail prior to and at the very beginning of the crash site:

If there were a reconstruction project in the area, we would evaluate the box culvert area that the guard rail is currently protecting, and, if the culvert was not extended and fill material brought in to flatten the side slopes to eliminate the need for the guard rail, we would reestablish the guard rail to current standards, including length of need, provide a crash cushion for the approach end, and evaluate the trailing end for a crash cushion based upon clear zone concepts.

Additionally, the Department has a program to eliminate substandard (by today's standards, not those at date of installation) barrier end treatments. However, we are first focusing on the interstate system, then the other highways on the National Highway System (NHS), and then non-NHS highways. A low volume rural road such as this one that does not have a significant crash history would not have end treatments replaced in the near future.

The side slope section through the crash site:

If there were a reconstruction project in the area, we believe we would leave the existing side slope intact, and not provide any type of barrier through this section. The side slope of 3:1 is traversable, and there is a substantial flat area at the base of the slope that provides for recovery for an errant vehicle. This situation is completely in character with this and the other rural roads in the area, and does not violate motorist expectations.

I have placed a PDF scan of the previous crashes in the area on our FTP website for your review. It can be retrieved at:

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The previous data did not have the police officer crash reports for all of the incidents. Also, the milepost reference for the Valley of the Gods road (right next to the final resting place of bus) was 29.11 from 1995 to 2001, 29.01 from 2002 to 2003, and 28.95 from 2004 to 2007.