



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: December 14, 2015

In reply refer to: H-15-41
H-11-22 and -23
(Reiterations)

Mr. Gregory G. Nadeau
Administrator
Federal Highway Administration
Washington, DC 20590

On November 17, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the September 26, 2014, crash in which a Peterbilt truck-tractor in combination with a Great Dane semitrailer, operated by Quickway Transportation Inc., collided with a Champion Defender 32-passenger medium-size bus on Interstate 35, near Davis, Oklahoma.¹ The truck-tractor departed the roadway, traveled more than 1,100 feet across the median without evidence of braking or steering, entered the southbound lanes of traffic, and collided with the bus—which was transporting 15 members of the North Central Texas College softball team. As a result of the crash, four passengers on the bus were fully or partially ejected and died, and both drivers and the remaining passengers were injured. Additional information about this crash and the resulting recommendations may be found at our website, www.nts.gov, under report number NTSB/HAR-15/03.

As a result of this investigation, we issued seven new recommendations, including two to the Federal Motor Carrier Safety Administration; one to the National Highway Traffic Safety Administration (NHTSA); one to the 50 states, the District of Columbia, and Puerto Rico; one to five motor carrier industry stakeholders; one to the American Association of Community Colleges; and the following recommendation to the Federal Highway Administration (FHWA):

H-15-41

Disseminate information to the state departments of transportation about the circumstances of the Davis, Oklahoma, crash and the Oklahoma Department of

¹ See *Truck-Tractor Semitrailer Median Crossover Collision With Medium-Size Bus on Interstate 35, Davis, Oklahoma,, September 26, 2014*, Highway Accident Report NTSB/HAR-15/03 (Washington, DC: National Transportation Safety Board, 2015).

Transportation revised median cable barrier guidelines that resulted in the installation of a median cable barrier at the crash site.

The NTSB reiterated the following two previously issued recommendations to the FHWA:

H-11-22

Work with the American Association of State Highway and Transportation Officials to identify cross-median crash rates that call for special consideration when selecting median barriers.

H-11-23

Work with the American Association of State Highway and Transportation Officials to define the criteria for median barrier selection, including heavy vehicle traffic volume.

As a result of this investigation, we also reiterated five previously issued recommendations to NHTSA and two to the American Association of State Highway and Transportation Officials. In addition, we superseded one previously issued recommendation to the governors and legislatures of the 50 states, the US Territories, and the District of Columbia.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman