Determination of the Influence of Pavement Friction on the Initial Velocity Using the Accident Reconstruction Engineering Principles

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Abstract: Several studies were conducted on the accidents of cars using the fundamental principles of physics and engineering including Newton's Laws of Motion and First Law of Thermodynamics. The objective of this study is to determine the influence of and parament friction on the initial velocity. Regression analysis on the results of these variables was conducted. Excellent correlation coefficient was found for the relationship at a = 0.05 significance level.

Keywords: Accident Reconstruction, First Law of Thermodynamics, Initial Velocity, Pavement Friction, Regression Analysis.

. INTRODUCTION

Accident reconstructing engineering is the planning, surveying, measuring, investigating, analyzing, and report making process on the intricate engineering details of how accidents occurred. The analysis and conclusions are based on the extensive application of fundamental principles of physics and engineering including Newton's Laws of Motion [1] and First Law of Thermodynamics [2]. The first law of thermodynamics when applied to accidents states that the total energy before and after the accident will be the same. The input variables include roadway, vehicle, driver and environmental conditions. Accident reconstruction engineering studies can be utilized by the industry, city and state governments for modifying the structural facilities such as roads. The modifications may include obtaining improved friction factors, increased number of lanes and lane widths and better site distances. Vehicle manufacturers use the results of the studies for developing better designs of vehicles. Some of the recent vehicles may use event data recorder containing information on the speed of the vehicle before and at the time of the accident. Some manufacturers, such as GM and Ford, allow downloading the information from these boxes after an accident [3]. The results of the accident reconstruction studies are also used for resolution better may use to assist the drivers.

In this study the guidelines of Accreditation Commission for Traffic Accident Reconstruction (ACTAR) [4] are used. There are many research studies on the application of accident reconstruction engineering principles. One of the most important one is that of Hurt's [5]. Hurt found that motorcyclists needed to develop their capabilities on controlling skids and proper use of helmets significantly reduced head injuries. Hurt further found that out of all the turning movements, the left turners were involved in the accidents while turning in front of the oncoming motorcycles.

II. Score of the study

The study is limited to the accidents caused by negligent drivers of cars hitting the parked cars. All the accidents caused elastic deformations only. There are no significant plastic deformations.

III. METHODOLOGY

C2 was a parked car by the side of the road. The speed limit of the road is 15 mph. C1 was driven by a negligent driver. The friction coefficients of the shoulder and pavement were measured. C1 saw C2 too late and hit the brakes. C1 skidded and hit C2. C2 skidded on to the shoulder and stopped. In most of the cases C2 was damaged and its driver was injured. As the plainted if, C1's driver sued the negligent driver of C1. In most of the cases C2 driver underestimated his or her speed at the time of the accident.

Parked vehicle Car 2.

The following steps were followed.

- Deceleration = Friction factor * acceleration due to gravity
- Final velocity of C2 = 0
- Initial velocity of C2 is shown in the following equation 1.

 $\omega = \sqrt{2 - \omega - \epsilon}$

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B. Fambro, Kay Fitzpatrick, Rodger J. Koppa, National Research Council (U.S.). Transportation Research Board, National Cooperative Highway Research Program, 1997 Proceedings ,1994 Bearing Capacity of Roads, Railways and Airfields Andreas Loizos, Imad Al-Qadi, Tom Scarpas, 2017-07-20 Bearing Capacity of Roads Railways and Airfields includes the contributions to the 10th International Conference on the Bearing Capacity of Roads Railways and Airfields BCRRA 2017 28 30 June 2017 Athens Greece The papers cover aspects related to materials laboratory testing design construction maintenance and management systems of transport infrastructure and focus on roads railways and airfields Additional aspects that concern new materials and characterization alternative rehabilitation techniques technological advances as well as pavement and railway track substructure sustainability are included The contributions discuss new concepts and innovative solutions and are concentrated but not limited on the following topics Unbound aggregate materials and soil properties Bound materials characteritics mechanical properties and testing Effect of traffic loading In situ measurements techniques and monitoring Structural evaluation Pavement serviceability condition Rehabilitation and maintenance issues Geophysical assessment Stabilization and reinforcement Performance modeling Environmental challenges Life cycle assessment and sustainability Bearing Capacity of Roads Railways and Airfields is essential reading for academics and professionals involved or interested in transport infrastructure systems in particular roads railways and airfields Highway Safety Literature, 1979 A Subject Bibliography from Highway Safety Literature United States. National Highway Traffic Safety Administration, 1979 Transactions of the American Society of Civil Engineers American Society of Civil Engineers, 1927 Vols 29 30 contain papers of the International Engineering Congress Chicago 1893 v 54 pts A F papers of the International Engineering Congress St Louis 1904 Highway Research and Development Studies Using Federal-aid Research and Planning Funds United States. Bureau of Public Roads. Office of Research and Development, 1968

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