

TAP IT!

Technical Assistance Program, Information Transfer
KY Local Technical Assistance Program

Wet Weather Crashes

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Wet or icy pavement conditions are a frequent contributing factor to crashes in Kentucky. When wet conditions are shown to contribute to a high incidence of crashes (wet pavement in over 50 percent of crashes) mitigation measures are often warranted. Determining the incidence rate of wet weather crashes can be done by examining crash data statistics for your area. Potential treatments for wet weather crashes include the following:

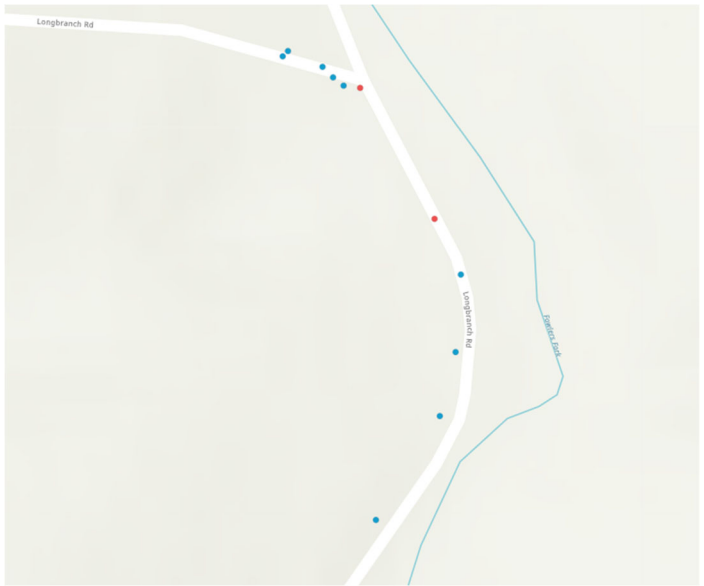
Improved Drainage

Improving drainage may impact roadway conditions during wet weather events. Clogged or absent drainage culverts and/or vegetation growth preventing water from reaching the ditch can both impact roadway conditions. Superelevation and rutting may also impact roadway conditions during heavy rain.

High Friction Surface Treatment (HFST)

Installing High Friction Surface Treatment (HFST) can increase surface friction during wet weather events, where worn or polished pavement has been identified as being a significant contributor to the crash.¹

Areas identified as having a higher concentration of wet weather crashes should be observed during significant rain events to identify areas of ponding and/or excessive sheet flow. If no drainage issues are identified, friction testing is recommended to determine if HFST would be a suitable mitigation measure.



At left, superelevation on the roadway and rutting on the shoulder contribute significantly to ponding water on the inside of the curve.

1. High Friction Surface Treatments (HFST), Federal Highway Administration. 2022.
https://safety.fhwa.dot.gov/roadway_dept/pavement_friction/high_friction/