

WEST VIRGINIA DEPARTMENT OF TRANSPORTATION STATEWIDE SAFETY ENHANCEMENT

Statewide applications of HFST are being installed at site-specific locations known to have high incidents of roadway departure crashes on horizontal curves.

The High Friction Surfacing Treatment (HFST) is reducing fatalities and saving lives by increasing pavement grip and keeping vehicles on the road.

HFST is comprised of a two-part highly modified epoxy resin binder and specially graded high friction bauxite aggregate.

The combined material components are applied simultaneously by a self-contained fully-automated application vehicle in one pass up to 12 feet wide.

All vehicles are equipped with digital readouts providing live updates on the volume of materials being applied, temperature conditions and other critical specification parameters.

These innovative continuous application vehicles are industry firsts, having revolutionized the speed, quality and cost-effectiveness of HFST installations.

iRM is a leader in providing lifesaving safety solutions, also offering demarcation of bike lanes with recycled green overlay materials, the preferred color approved by the FHWA.

The installation of HFST on pavements shows verifiable, long-term results in saving lives.

"...70% of wet pavement crashes can be affected by friction improvements." - U.S. Department of Transportation

iRM
**Interstate Road
Management**
**High Friction
Surfacing Treatment Division**

CASE STUDY: ROUTE 3 FOSTER, BOONE COUNTY

The West Virginia Department of Transportation (WVDOT) identified many high risk locations statewide that are subject to "run-off-the-road" crashes, with a combination of countermeasures suggested and reviewed.

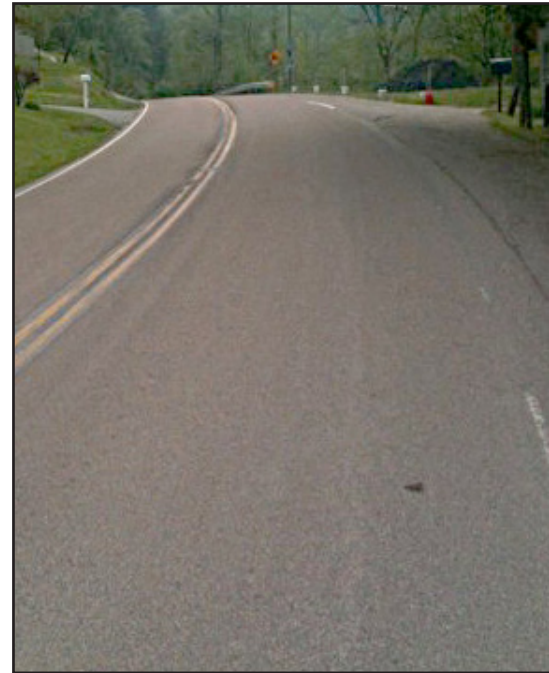
The state's famous mountainous terrain and highways with multiple curves lent themselves to the application of HFST.

In an all-out effort to reduce injuries and fatalities, the WVDOT pioneered HFST in May 2011 as a low-cost site-specific safety solution for the identified high risk locations on both high speed interstate and super highways, as well as rural two-lane roadways.

Route 3 in Foster is typical of the twisting highways that serve this large coal mining community in Boone County. Its long, swooping, horizontal curve has presented local residents and the WVDOT with an ongoing problem.

Over the last five years, nearly 200 crashes have been reported on this section of roadway, which has a posted speed limit of 45 mph, "slow down" signs and double yellow centerlines, along with the recent addition of a crash barrier.

The measurement of surface friction is an indication of the pavement's texture depth. When a pavement has better texture depth, more grip is transferred to vehicles. Prior to the HFST application, the pavement's surface



friction number along this section of Route 3 was measured at 29. After the HFST application, the friction number increased to 70 more than double its initial measurement.



High Friction Surfacing Treatments are classified by the Federal Highway Administration as a low-cost safety solution and qualify for 100% safety funding under highway safety improvement programs.

For additional information on how HFST can enhance your safety program, contact Richard Baker, Market Development Manager: ☎ 804.539.5582 | ✉ rbaker@dbiservices.com

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