

Relationships between SCRIM Coefficient and Crash Numbers on Resealed Surfaces

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The effect of resurfacing on wet road crashes was investigated to confirm relationships between skid resistance and wet injury crashes and also the effectiveness of the New Zealand Transport Agency's skid resistance management practices as detailed in their T10 specification.

Five situations were considered:

- Intersections
- Tight curves
- Moderate Curves
- Gradients
- Divided Carriageways

A key finding was that any benefit of resurfacing in reducing wet injury crash risk is greatest just after resurfacing and reduces in the years that follow. Skid resistance was also shown to reduce consistently with months post resurfacing. Initially, the change in average SCRIM coefficient is approximately -0.25 per 24 months, settling to a figure of around -0.05 per 24 months.

Although three different methods were used to categorize sites, they were consistent in that they infer that there is an insufficient number of wet injury crashes per annum on New Zealand's State Highway network to separately analyse 2-years post/pre-sealing periods without some amalgamation.