

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Virginia DOT (VDOT)

INSTRUCTIONS:

Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # <i>(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX))</i> TPF-5(345)		Transportation Pooled Fund Program - Report Period: <input type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input checked="" type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: <p style="text-align: center;">Pavement Surface Properties Consortium – Managing the Pavement Properties for Improved Safety</p>			
Name of Project Manager(s): Kevin Kenneth McGhee	Phone Number: (434) 293-1956	E-Mail Kevin.McGhee@VDOT.Virginia.gov	
Lead Agency Project ID: 82650	Other Project ID (i.e., contract #):	Project Start Date: 5/19/2016	
Original Project End Date: 2/28/2022	Current Project End Date: 2/28/2022	Number of Extensions: --	

Project schedule status:

On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
\$1,162,181*	\$662,669	57%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
\$55,340 (5%)	\$55,340	5%

* Committed; the actual contracted budget is \$685,601 (VTTI)

Project Description:

This program of research focuses on optimizing pavement surface texture characteristics. Phase I of the program demonstrated that a collaborative research program can provide an accessible and efficient way for highway agencies and other organizations to conduct research on pavement surface properties. This second phase focuses on addressing some of the emerging challenges in the evaluation of pavement surface properties and the changes needed to best support the next generation of pavement and asset management systems, including support for MAP21-related initiatives. The program includes the following main broad activities: (1) equipment comparisons; (2) technology transfer; and (3) research on emerging topics.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

- The Annual TAC meeting was held on Monday September 16, 2019 before the start of the Pavement Evaluation 2019 (PE2019) conference in Roanoke, Virginia at the Hotel Roanoke. At the beginning of the meeting, North Dakota was introduced to the group as the newest member of the Consortium. After approving the minutes from the last meeting in May in Blacksburg, the group discussed the following items:
 - The 2019 Rodeo focused on the presentations; there was no equipment comparison data reported.
 - a) Friction Workshop presentations made from the FHWA PFM Support Program and,
 - b) Presentations made by members of the consortium 1) Best Practices for Friction Measurements and, 2) Portfolio of Treatments and the levels of friction and macrotexture that can be achieved.
 - The proposal for the RNS “Friction Demand” made for the next TRB AFD90 Committee Meeting was discussed. The consensus was to continue work on the RNS with the Brian Schleppe, the CRC for AFD90.
 - During the TAC meeting, John Senger was confirmed as the new chair of the Pooled Fund and Luke Gibson as the co-chair (terms to be determined later).
 - The TAC also agreed to send two participants from each member state to the SaferRoads 2020 conference which will take place in Richmond, Virginia on May 12-14, 2020. The attendance to the conference will mean that the annual Rodeo in Blacksburg will not be held in 2020.
- Friction measurements in North Dakota were made in July and August. These are some of the details:
 - Measurements included 818 miles near Bismarck, 532 near Williston, and 680 near Fargo, for a total of 2,030 miles. From the total number of miles, 820 were Interstate and 1210 were Primary roads.
 - Additionally, 20 miles of measurements were done to record measurements on 12 ramps of I-94 near Bismarck.
 - The data processing is complete.
 - There was an additional 42 miles of data collected in the pavement preservation experiment near Pease, Minnesota on US-169 (high volume) and CSAH-8 (low volume) after it was requested by ND DOT. Measurements were also on both tracks of MnRoad.
- The following presentations made at the PE2019 from activities connected to the consortium (in addition to other related efforts/projects) were delivered by the members of the group:
 - “PFMP Implementation for Virginia DOT,” Ross McCarthy.
 - “Integrating Safety into the Transportation Decision Making Process,” Priscilla Tobias.
- The following paper was submitted for presentation at the *99th Annual Meeting of the Transportation Research Board*
 - McCarthy, R, Flintsch, G, de León Izeppi, E, Katicha, S., Guo, F., “A Mathematical Approach for Determining Investigatory Levels of Friction.”

Anticipated work next quarter:

- Prepare the consortium contributions to the *99th Annual Meeting of the Transportation Research Board*, January 11-16, 2020 in Washington, D.C.
- Finish the analysis of the North Dakota Data. The team will: establish threshold friction levels, develop Safety Performance Function and Empirical Bayes estimates, and complete a Pavement Friction Management Plan for the roads measured, including possible treatments and the B/C analysis.

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Significant Results:

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

No problems were encountered in this quarter.

Potential Implementation:
