



COMMITTEE ON MATERIALS & PAVEMENTS

2018 Annual Meeting – Cincinnati, OH

Wednesday August 8, 2018

8:00 - 10:00 AM EST

TECHNICAL SUBCOMMITTEE 5a

Pavement Measurement

I. Call to Order and Opening Remarks

II. Roll Call

III. Approve August 2017 Technical Section annual meeting minutes

IV. Old Business

A. 2017 COMP Ballot Items

Ballot Name:	COMP 2017 Ballot
Ballot Number	
Ballot Start Date:	9/2017
Ballot Due Date:	10/2017
Item Number	24
Description	Concurrent ballot item to adopt as full standard PP 67 Quantifying Cracks in Asphalt Pavement Surfaces from Collected Images Utilizing Automated Methods.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	25
Description	Concurrent ballot item to adopt as full standard and add "concrete pavement surface" to the Keywords section of PP 68 Collecting Images of Pavement Surfaces for Distress Detection.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
Wisconsin Department of Transportation (Barry C	Section 6.5.1 - may want to include language about validation site

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Paye) (barry.paye@dot.wi.gov)	including both asphalt and concrete pavements or individual validation sites for each surface type. Response: No change - there are many different considerations for validation sites, the existing language covers the items in an all encompassing method.
Item Number	26
	Concurrent ballot item to adopt as full standard and add "concrete pavement surface" to the Keywords section of PP 69 Determining Pavement Deformation Parameters and Cross-Slope from Collected Transverse Profiles.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	27
Description	Concurrent ballot item to adopt as full standard PP 70 Collecting the Transverse Pavement Profile.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
Virginia Department of Transportation (Charles A. Babish) (andy.babish@vdot.virginia.gov)	The provisional practice is very generic. The practice should provide specific details on the data collection and equipment capabilities. DOTs need a standardized practice for transverse profile data collection otherwise the DOTs are relying on vendor specific algorithms making it difficult to compare data obtained from profilers. Does the Technical Section intend to improve this standard and include specific details on data collection and equipment capabilities in the future? Response: No change - There are NCHRP and TPF-5(299) projects ongoing with the objective to improve the standard.
Item Number	28
Description	Concurrent ballot item to make a few revisions and remain provisional standard TP 98 Determining the Influence of Road Surfaces on Vehicle Noise using the Statistical Isolated Pass-by (SIP) Method. See pp. 12-36 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	29

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Description	Concurrent ballot item to make a few revisions and remain provisional standard TP 99 Determining the Influence of Road Surfaces on Traffic Noise Using the Continuous-Flow Traffic Time-Integrated Method (CTIM). See pp. 37-59 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	30
Description	Concurrent ballot item to revise M 261 Standard Tire for Pavement Frictional-Property Tests with minor changes to match ASTM E501-08(2015). See pp. 60 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	31
Description	Concurrent ballot item to revise M 286 Smooth-Tread Standard Tire for Special-Purpose Pavement Frictional-Property Tests with minor changes to match ASTM E524-08(2015). See pp. 60 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	32
Description	Concurrent ballot item to revise T 242 Frictional Properties of Paved Surfaces Using a Full-Scale Tire with minor changes to match ASTM E274/E274M. See pp. 60-62 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
No comments	
Item Number	33

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Description	Concurrent ballot item to revise T 279 Accelerated Polishing of Aggregates Using the British Wheel with minor changes to match ASTM D3319. See pp. 63 of the minutes.
Affirmative 44/51. Negative 0/51. Did Not Vote 7/51.	
Maryland Department of Transportation (Sejal Barot) (sbarot@sha.state.md.us)	"Yes", with minor correction. AASHTO 5.3.2: Slider width 31.875 mm instead of 31.75 mm, per ASTM D 3319 Sec 5.3.2. Response: Change AASHTO slider width in 5.3.2 to 31.75 mm.
Item Number	34
Description	Concurrent ballot to delete R 48 Determining Rut Depth in Pavements. See pp. 4-5 of the minutes.
Affirmative 43/51. Negative 1/51. Did Not Vote 7/51.	
Affirmative votes	
No Comments	
Negative votes	
Tennessee Department of Transportation (Brian K. Egan) (brian.egan@tn.gov)	The new standard (PP70) are for fully automated systems, and have not been fully implemented or excepted. R48 allows for a standard practice to measure ruts "manually" with a template from site to site. Response: TN withdrew negative per Egan 11/3/2017 e-mail.
Item Number	35
Description	Concurrent ballot to delete R 55 Quantifying Cracks in Asphalt Pavement Surface. See pp. 4-5 of the minutes.
Affirmative 43/51. Negative 1/51. Did Not Vote 7/51.	
Affirmative votes	
No comments	
Negative votes	
Tennessee Department of Transportation (Brian K. Egan) (brian.egan@tn.gov)	The new standard (PP68) are for fully automated systems, and have not been fully implemented or excepted. R55 allows for a standard practice to measure cracks/distresses "manually". Response: TN

	withdrew negative per Egan 11/3/2017 e-mail.

B. Technical Section letter ballot

Ballot Name:	TS5a Reconfirmation Ballot 2017
Ballot Start Date:	9/2017
Ballot Due Date:	10/2017
Item No.	1
Description	Reconfirm M328
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Arizona Department of Transportation (Paul Burch) (pburch@azdot.gov)	<p>Subsection 1.3 states, "It is intended to be sufficiently detailed that the data collected from multiple profilers will be identical." It is unlikely that data from different profilers would ever be completely identical. This sentence could benefit from additional clarification.</p> <p>Response: Profiler ETG consulted. For the 2019 production - Change the last 2 sentences in subsection 1.3 to: "The objective is to clearly define the function of an inertial profiler and specify standard outputs. The document provides technical specifications intended to ensure accurate and repeatable collection of roughness indices and the underlying profile from multiple devices."</p> <p>Subsection 4.1 states, "The equipment shall function independently from the vehicle suspension dynamics and vehicle speed throughout the operating range of 20 to 70 mph for high-speed profilers and less than 25 mph for low-speed profilers." Would it be beneficial to provide a lower limit (approximately 15 mph) for low-speed profilers? Response: Profiler ETG consulted. No change. The actual lower limits of speed for valid operation is not very consistent among manufacturers, individual units for a given manufacturer, and</p>

	road types. Note that the speed range for high-speed profilers could be thought of as an operational requirement, given that they have to make measurements on active roadways. For low-speed profilers, which operate on closed roadways, no such operational requirement exists, and the valid speed range will trade equipment cost and measurement efficiency off against validity.
Item No.	2
Description	Reconfirm R37
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Item No.	3
Description	Reconfirm R40
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Item No.	4
Description	Reconfirm R54
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Item No.	5
Description	Reconfirm R56
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Illinois Department of Transportation (LaDonna Rowden) (ladonna.rowden@illinois.gov)	A revision was made in Section 8.3.1.9 on Page 6 of the standard to change "in./mile" to "in./mi" for the units, but other locations were left alone. This standard needs to be reviewed and be consistent on using either "in./mile" or "in./mi" for the units. Response: editor to review
Kansas Department of Transportation (Richard A Barezinsky)	Renumber the footnotes. Response: editor to review
Item No.	6

Description	Reconfirm R57
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	
Item No.	7
Description	Reconfirm T317
Affirmative 19/20, Negative 0/20, Did Not Vote 1/20	

V. New Business

A. Standards Requiring Reconfirmation

- i. R32-11(2015) '*Standard Practice for Calibrating the Load Cell and Deflection Sensors for a Falling Weight Deflectometer*'
- ii. R33-11(2015) '*Standard Practice for Calibrating the Reference Load Cell Used for Reference Calibrations for a Falling Weight Deflectometer*'
- iii. R41-05(2015) '*Standard Practice for Measuring Pavement Profile Using a Dipstick®*'
- iv. T282-01(2015) '*Standard Method of Test for Calibrating a Wheel Force or Torque Transducer Using a Calibration Platform (User Level)*'

B. Guidance Documents

- i. *Guide for Pavement Friction*
 1. FHWA contract to provide recommendations to revise document expected in 2019
 2. Task force formation?
- ii. *Pavement Management Guide*

C. Recruitment

- i. New State members
- ii. Friends of Committee
- iii. Standard and guidance document stewards

D. Active Research –

- i. NCHRP approved funding for a TS 5a RNS – “Project 20-07/Task 411 Review and Update of AASHTO Standard Practice R 87”
- ii. NCHRP has several ongoing projects that are expected to impact TS 5a on macrotexture and cracking measurement.
- iii. TPF-5(299) contract to update R36, Andy Mergenmeier, FHWA. If interested in participating in the project, contact your State research administrator to submit your commitment letters

at <http://www.pooledfund.org/Details/Study/543> (Next meeting is at RPUG in September.)

iv. Proposed RNS's (Please submit any proposals to Curt Turgeon, TS 5a Research Coordinator.)

E. Faulting measurement using 3D pavement data presentation, Georgene Geary, GGfGA

F. Task Force Report – Dynamic Friction Tester, Test Method/Specification Development, Sejal Barot, MD DOT

G. Proposed standard for continuous friction measurement system based on side force friction testing, Andy Mergenmeier, FHWA

VI. Other Items

A. "Hot Topics" for Roundtable.

B. Mid-year meeting.

VII. Adjourn