

#### Pavement Evaluation 2010 October 25-27, 2010 V Roanoke, Virginia

#### How coarse was my texture?

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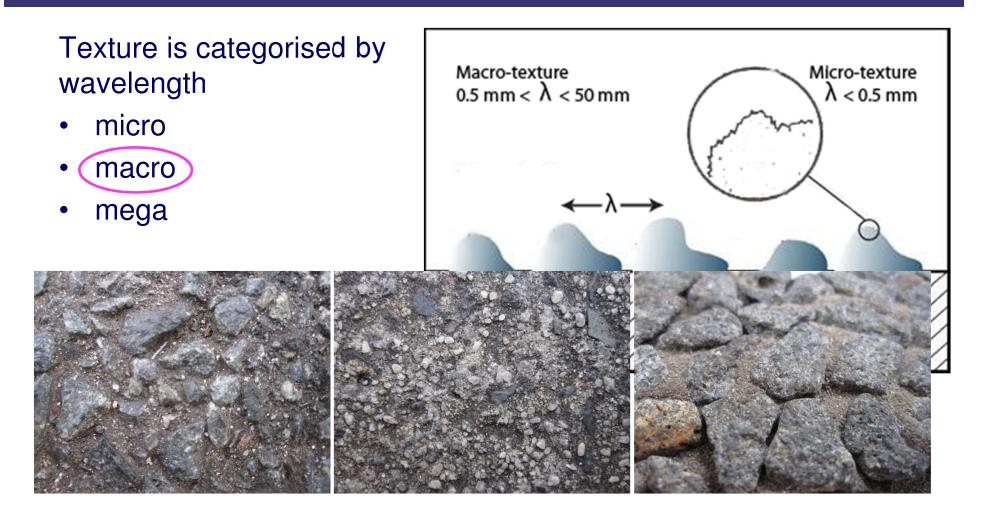


### **Overview of presentation**

- Section 1 Background
  - What is texture?
  - The quandary
  - A solution
- Section 2 Results
  - A tale of five lasers
  - Outcomes
  - Where to from here?



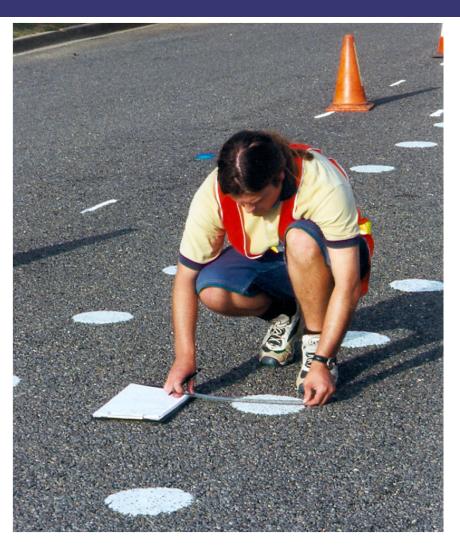
## Section 1: What is texture?





## How do we measure texture?

- Project level
  - manual
  - safety issues
  - subjective





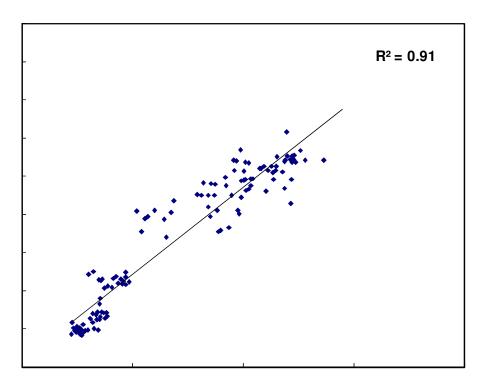
#### How can we measure texture faster?



- Outputs
  - mean profile depth (MPD)
  - sensor measured texture depth (SMTD)

## **Texture verification**

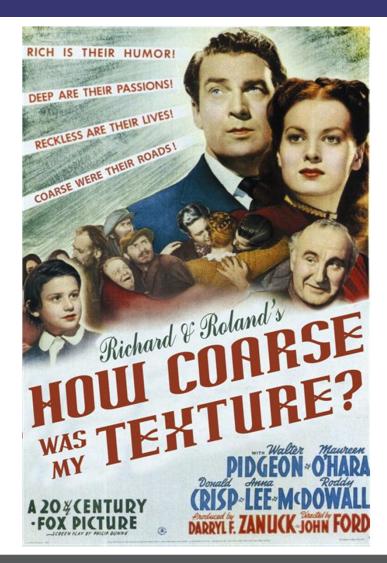
- Various sites & equipment
  - expensive
- Outcome
  - linear relationships
- Observation
  - variation in relationships



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#### The quandary



# In a nut shell....

There is a lack of a verification procedure that provides an absolute ground truth measurement of texture that is

- traceable
- verifiable
- precise
- accurate etc.



## A solution....



#### The ARRB texture jig



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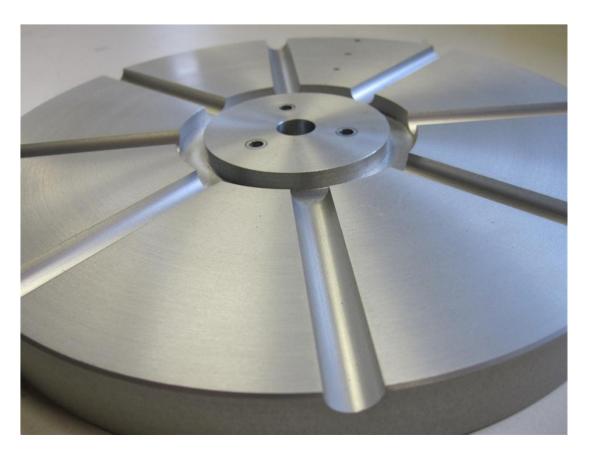
# Previously.....



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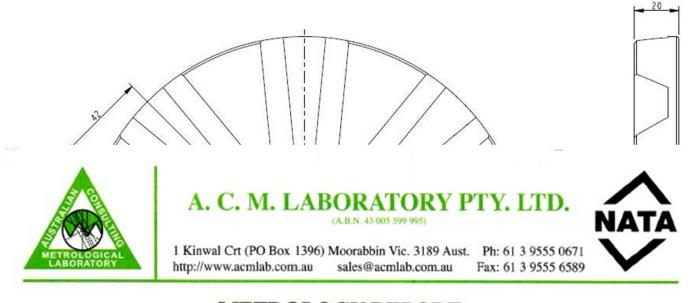
#### The disks



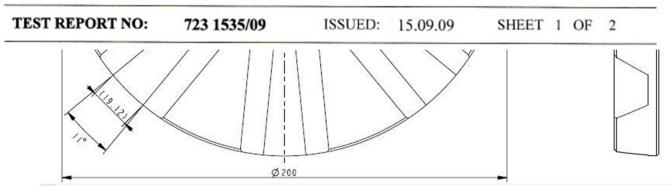
• Disk B - bibyek



## Calculating theoretical texture



#### METROLOGY REPORT





## **Theoretical texture values**

| Disk | Radius (mm) | MPD (mm) | SMTD (mm) |
|------|-------------|----------|-----------|
| А    | 55          | 7.52     | 6.11      |
| А    | 75          | 6.64     | 6.39      |
| А    | 95          | 6.13     | 6.48      |
| В    | 55          | 1.02     | 1.74      |
| В    | 75          | 0.76     | 1.50      |
| В    | 95          | 0.60     | 1.33      |



## Section 2: A tale of 5 lasers

Commonly used laser types for texture measurements

- 78 kHz analog
- 64 kHz analog high power
- 32 kHz digital CCD
- 62 kHz digital CCD
- 16 kHz analog (SMTD only)



#### Factors affecting texture measurement

- Operating speed
- Internal electrical noise of sensor
- Signal noise due to vehicle vibration
- Laser spot size
- Output data rate



## **Effect of speed**

## MPD

| Speed      | Digital | Digital | High power | Low power |
|------------|---------|---------|------------|-----------|
| difference | 62 kHz  | 32 kHz  | analog     | analog    |
| 23.9       | -0.014  | -0.011  | -0.020     | 0.014     |

## SMTD

| Speed<br>difference | Digital<br>62 kHz | Digital<br>32 kHz | High<br>power<br>analog | Low power<br>analog | 16kHz<br>analog |
|---------------------|-------------------|-------------------|-------------------------|---------------------|-----------------|
| 23.9                | -0.134            | 0.049             | -0.056                  | -0.057              | -0.016          |

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Building on 50 years of road and transport research

## **Noise specification**

All lasers have different noise characteristics

Published specifications for lasers include:

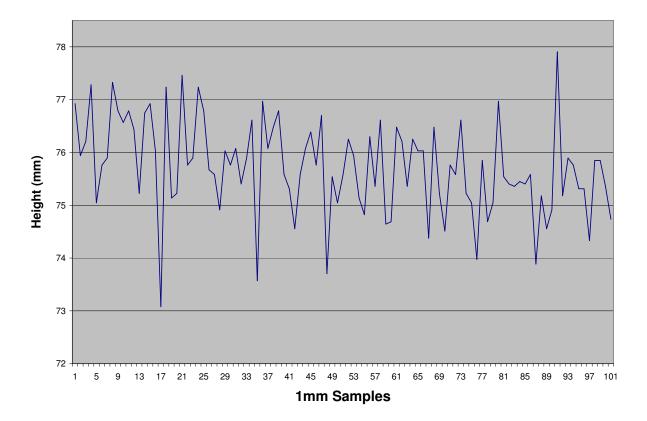
- noise
- bandwidth

However, not included in MPD standards

#### Sensor noise indistinguishable from texture signal



### Texture is a random signal.....

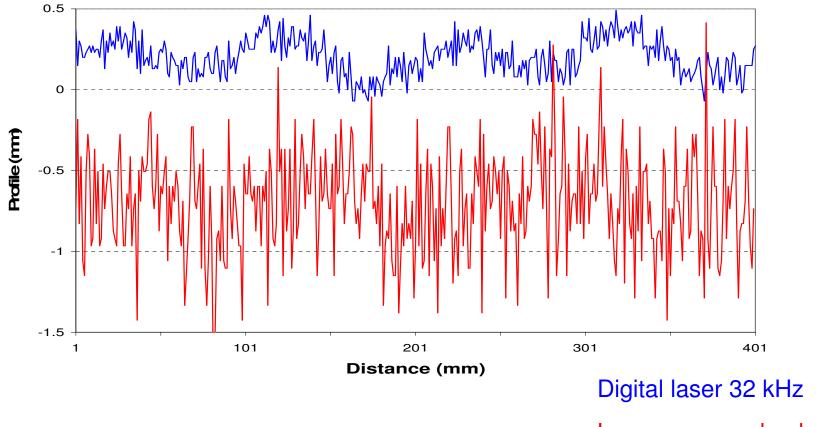


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#### .....similar to noise

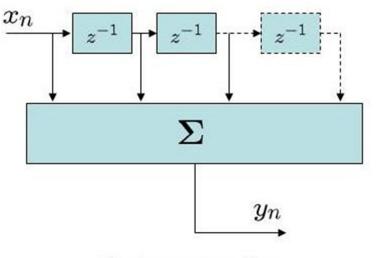


## Flat disk noise measurements



# Effect of filtering

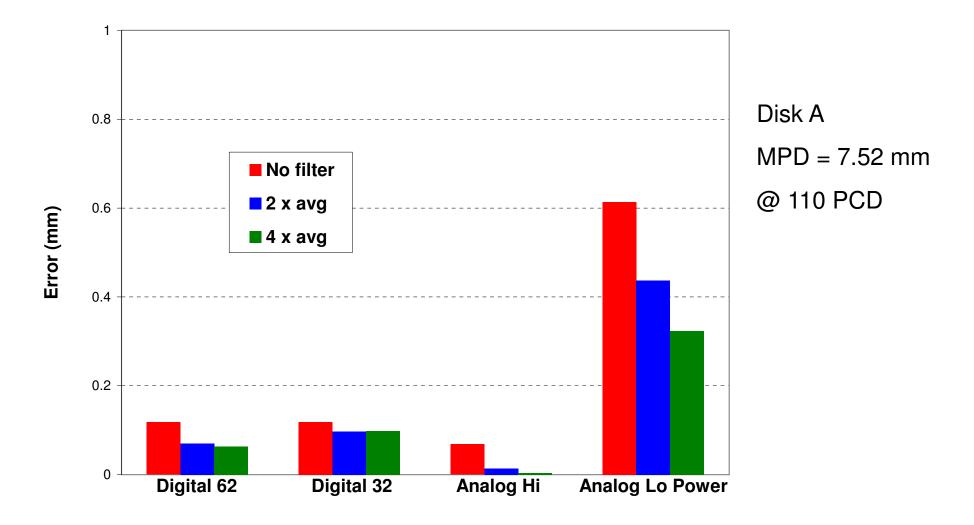
- ISO 13473 recommends low pass filtering
- Implemented simple low pass moving average filter using 2,3 and 4 samples



Moving average filter



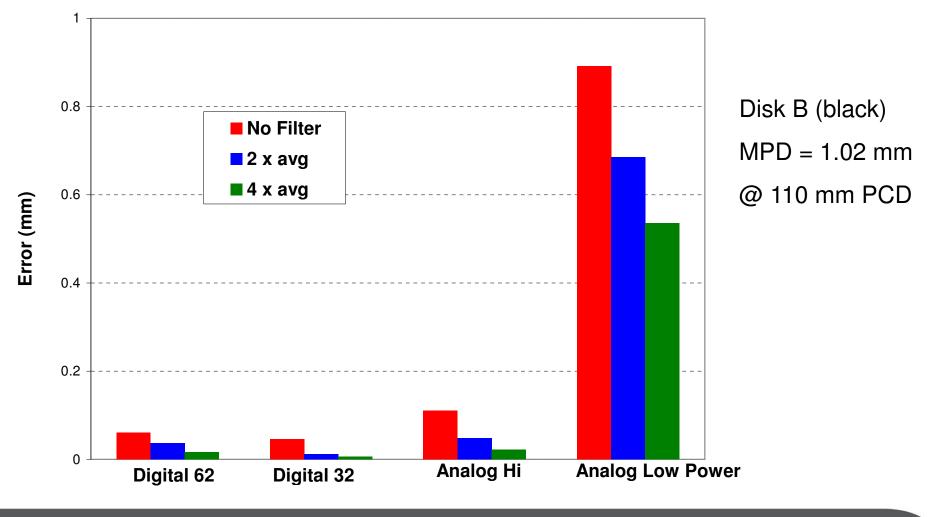
## Accuracy of MPD measurements



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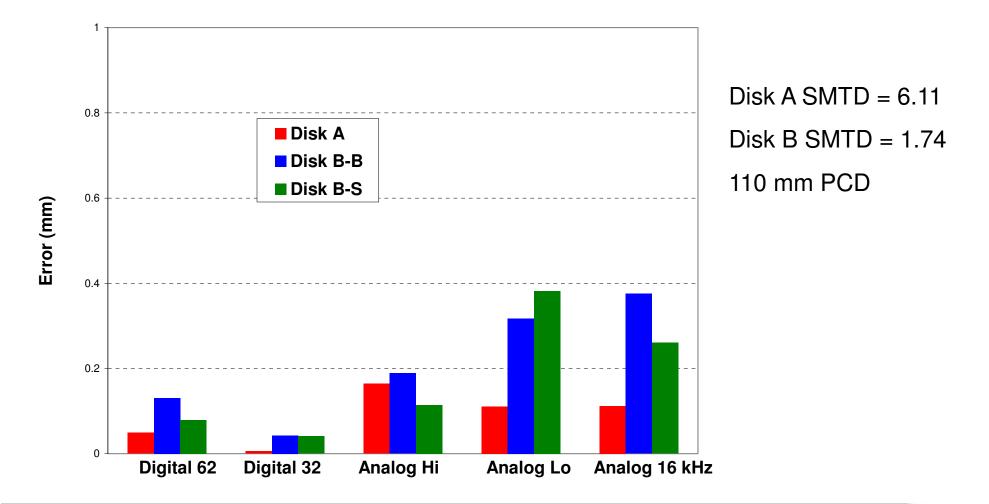


## Accuracy of MPD measurements





## Accuracy of SMTD measurements



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## Conclusions

Aim is not to make recommendations on a particular laser. Rather, provide method for objective measurement of:

- noise performance
- dynamic performance
- absolute accuracy
- speed dependency
- surface colour effect

Lasers still need on-road evaluation



## **Future work**

- Designing further test disks. Possibly rounded with lower profile
- Try more realistic light colour
- Repeat at various heights throughout the laser's range

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• Increase test speed



# Thank you



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