

SESSION A4 CLOSING PANEL

Moderated by
Brian Ferne, TRL

**How well do we meet
the user requirements?**



Panel members

- **Joralf Aurstad** **NPRA, Norway**
- **Frank Holt** **Dynatest, USA**
- **Amy Simpson** **AMEC, USA**
- **David Woodward** **University of Ulster,
Northern Ireland**
- **Alex Wright** **TRL Ltd, England**

How well do we meet the user requirements?

From the tire and vehicle's perspective


- Much development of tire and vehicles
- For tires - much compromise between
 - Wear
 - Rolling resistance
 - Wet grip
 - Noise
- Now time for pavement to contribute?
 - More inter-industry cooperation needed?

How well do we meet the user requirements?

From the highway manager's perspective

- **Construction acceptance**
- **Safety management**
- **Asset management**
- **Environmental monitoring**
- **Performance management**

Measurement/Indicator requirements

- Full coverage
 - Relevant
 - Accurate and consistent
 - Harmonised measures
 - Low cost sensors
 - Probe vehicles
- 
- Construction acceptance
 - Safety management
 - Asset management
 - Environmental monitoring
 - Performance management

Interpretation requirements

- **Minimum measurements with maximum usage**
 - E.g. deriving proxies for noise, rolling resistance, splash and spray, friction from 3d profile – a unified model of surface characteristics

Application requirements

- Relevant measures and thresholds
 - e.g. which link accidents to measurement parameters



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Key points from selected sessions

Session A2

- Need to define a consistent and reliable method to document infrastructure health
 - Definition of measures
 - Common approaches to collection
 - Different data sources tell us what?

Session B1

- New approach to harmonizing friction devices by establishing speed gradients using texture levels

Session B1

- 3D imaging to look at texture and tire footprints

Session B4 & C1

- Low costs sensors can now measure water depth
- New low cost system for profile using two accelerometers – however first patented 20 years ago? Lower quality data?

Session C1 & C6

- Probe vehicles can provide profile but of lower quality than purpose made equipment

Session B3

- Alternative to PSV test enables comparison between laboratory testing and in-situ testing

Session B4

- Critical water depth can be defined and used with sensors to reduce wet skid accidents

Session B4

- Method under development for the prediction of splash and spray

Session C4

- 3D views over whole lane at 1mm resolution now possible
- 3D views over several lanes + at less resolution
- but can we make best use of them?

Session C5

- Rolling noise assessment needs improved standards and non-ageing test tyres

Session C5

- Need more work on measuring sound absorption of pavement surfaces

Session B6

- Need for more sophisticated indicator for asset management



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SURF2012!**