

Recent developments in data collection in Australia



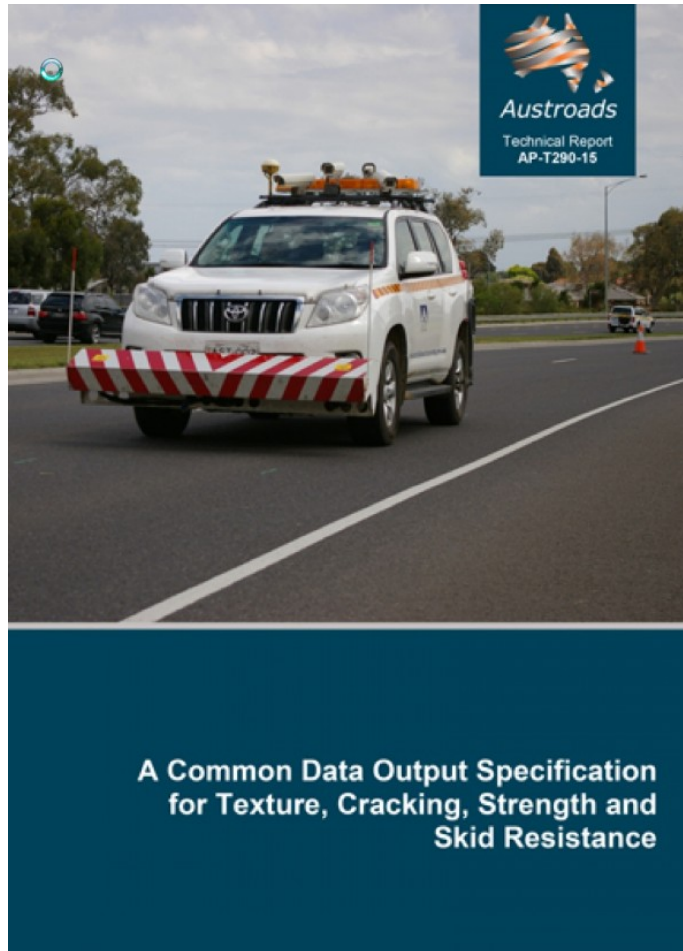
2015 ROAD PROFILE / FWD USER GROUPS MEETING RALEIGH, NC

by Richard Wix
3 November 2015
Trusted advisor to road agencies

Who is Austroads?



Harmonization



Hardest task:



'I'd like to buy the world a coke'



I'd like to teach



Harmonisation



Australian for “harmonisation”



Harmonisation is great.....
as long as you do it our way!!!

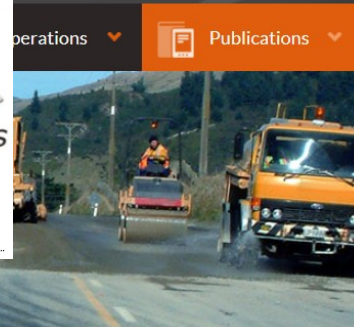


Austrroads test methods

AUSTROADS TEST METHOD AGAM/T003



Validation of an Inertial Laser Profilometer for Measuring Pavement Roughness (Loop Method)



Specifications & Test Methods

AUSTROADS TEST METHOD AG:AM/T010



Validation of a Laser Profilometer for Measuring Pavement Rutting (Reference Device Method)

Asset Management

Assets Program & Projects

Publications & Resources

Guide to Asset Management

Specifications & Test Methods

measuring and reporting road condition.

Specifications

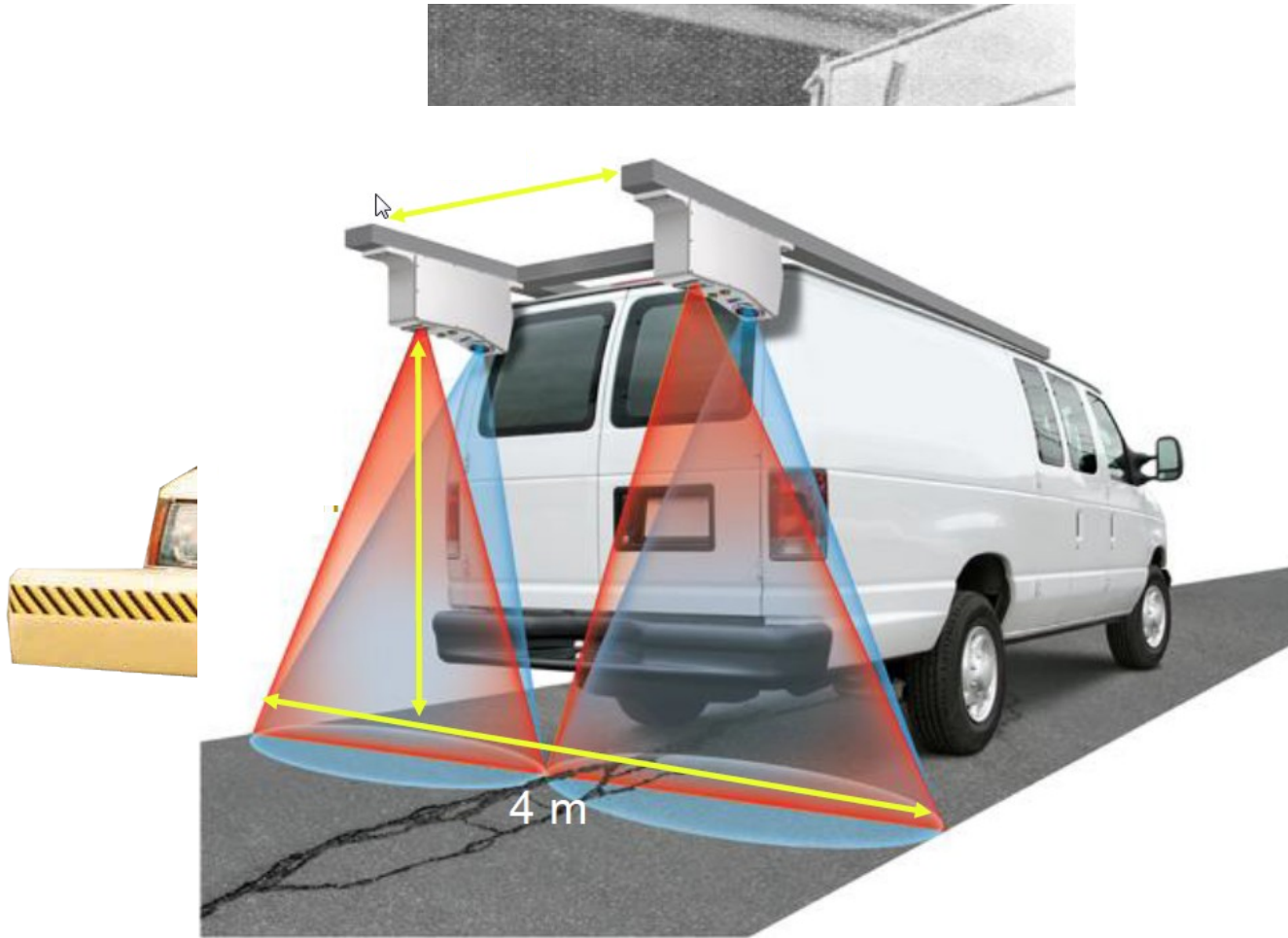
AG:
Spe
Las
ISSU
AG:

AUSTROADS TEST METHOD AG:AM/T014

Validation of a Laser Profilometer for Measuring Pavement Surface Texture (Reference Device Method)



Advances in equipment



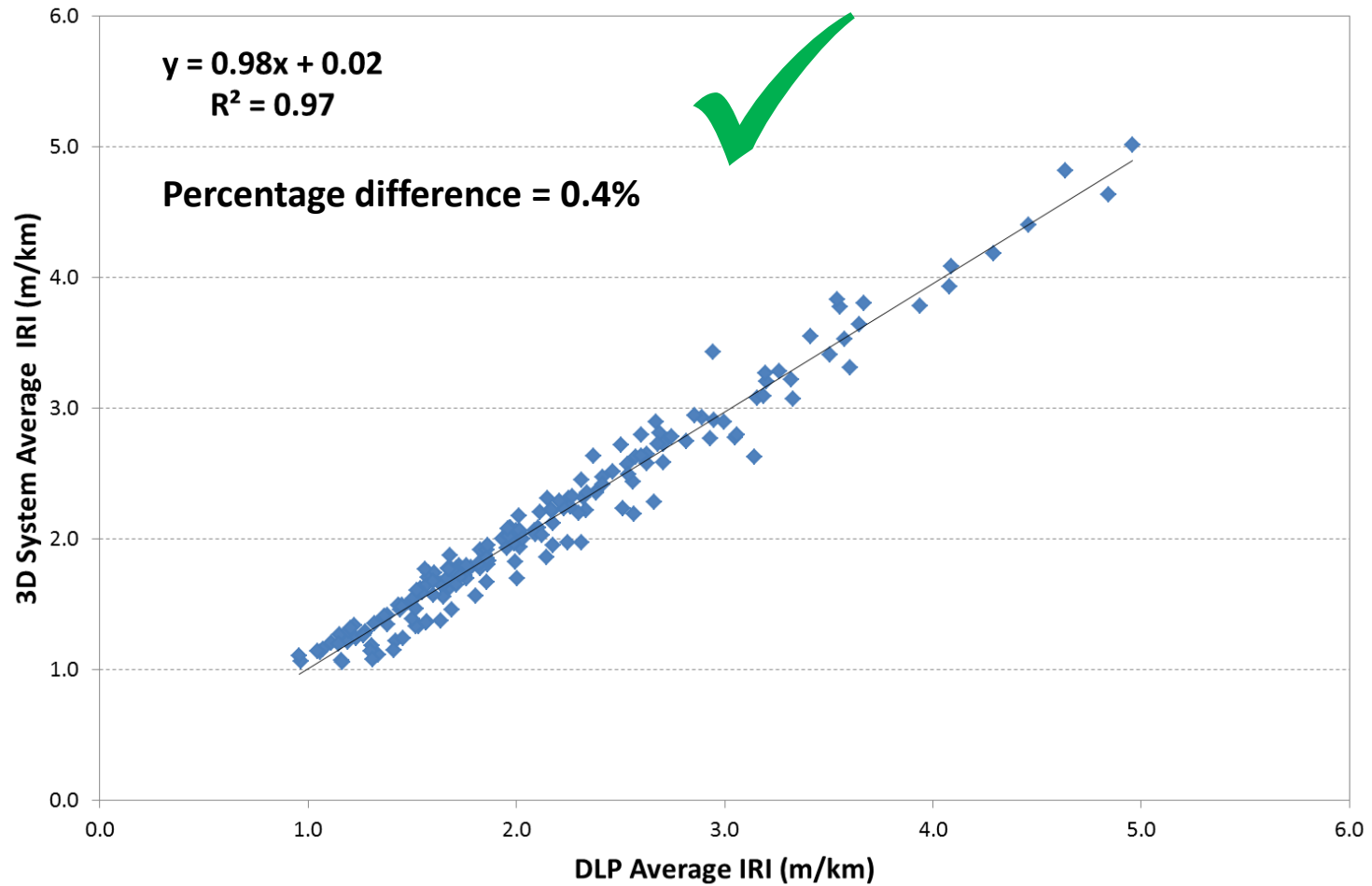
3D roughness measurement



Loop method

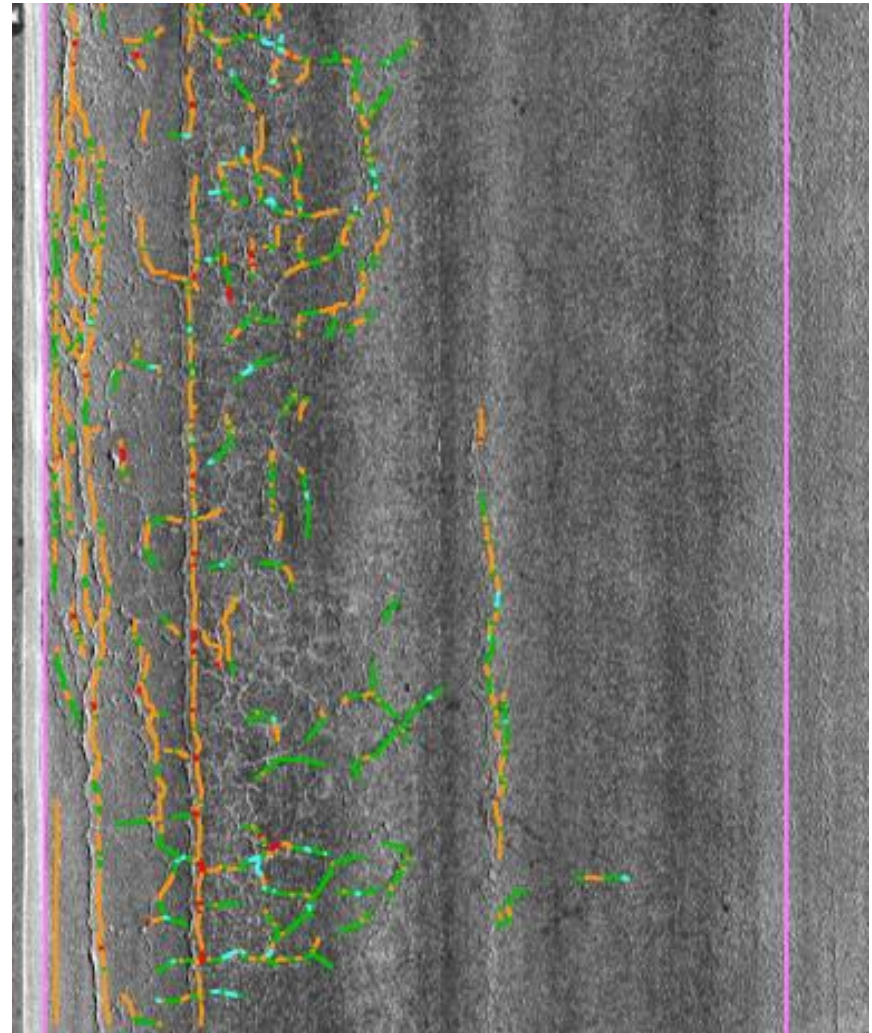


Results – loop method



In progress - new test method for cracking

- PIARC CT4.2
- AASHTO



What happens when.....



NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION



2015 ROAD PROFILE / FWD USER GROUPS MEETING

RALEIGH, NC

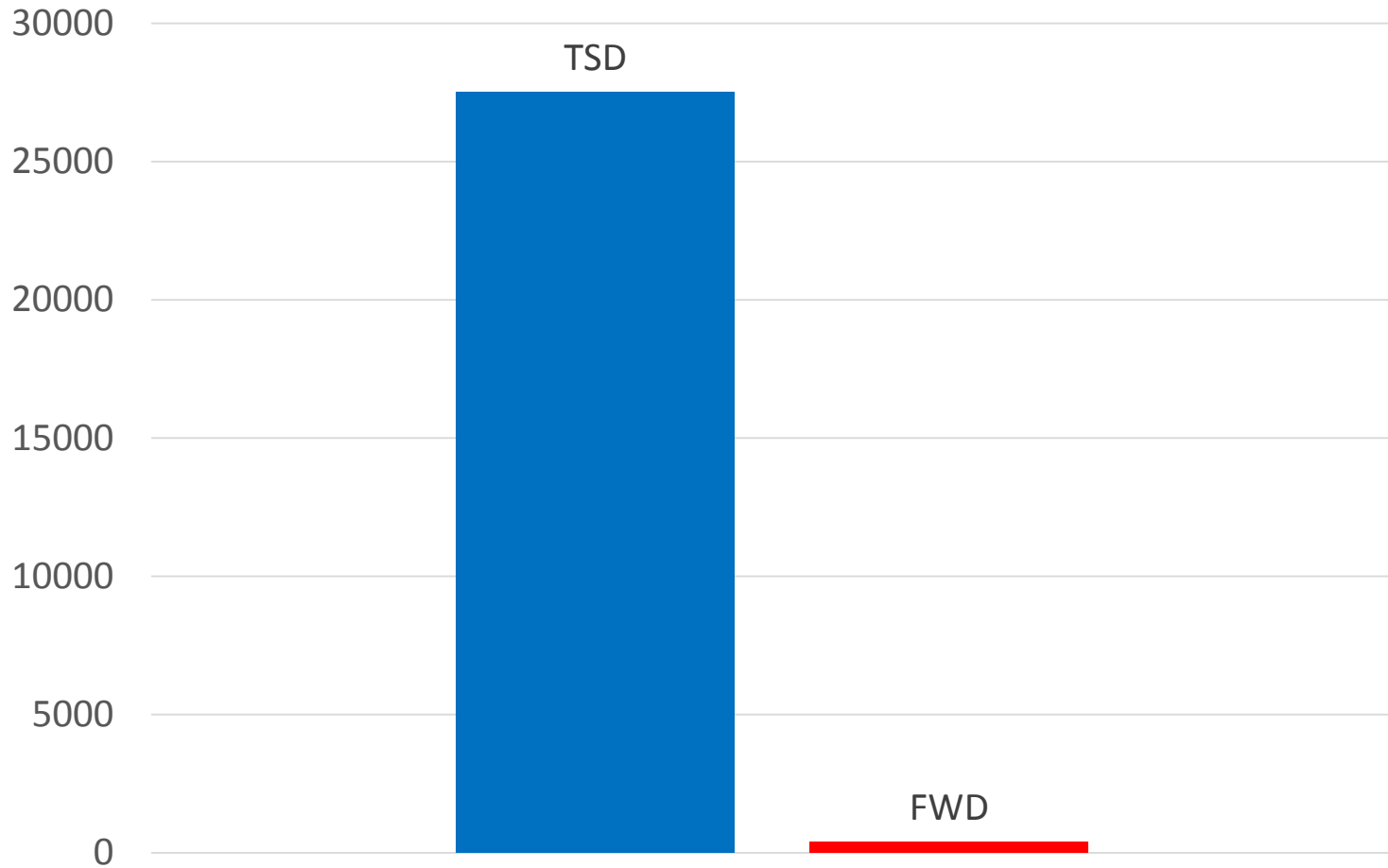


Safe

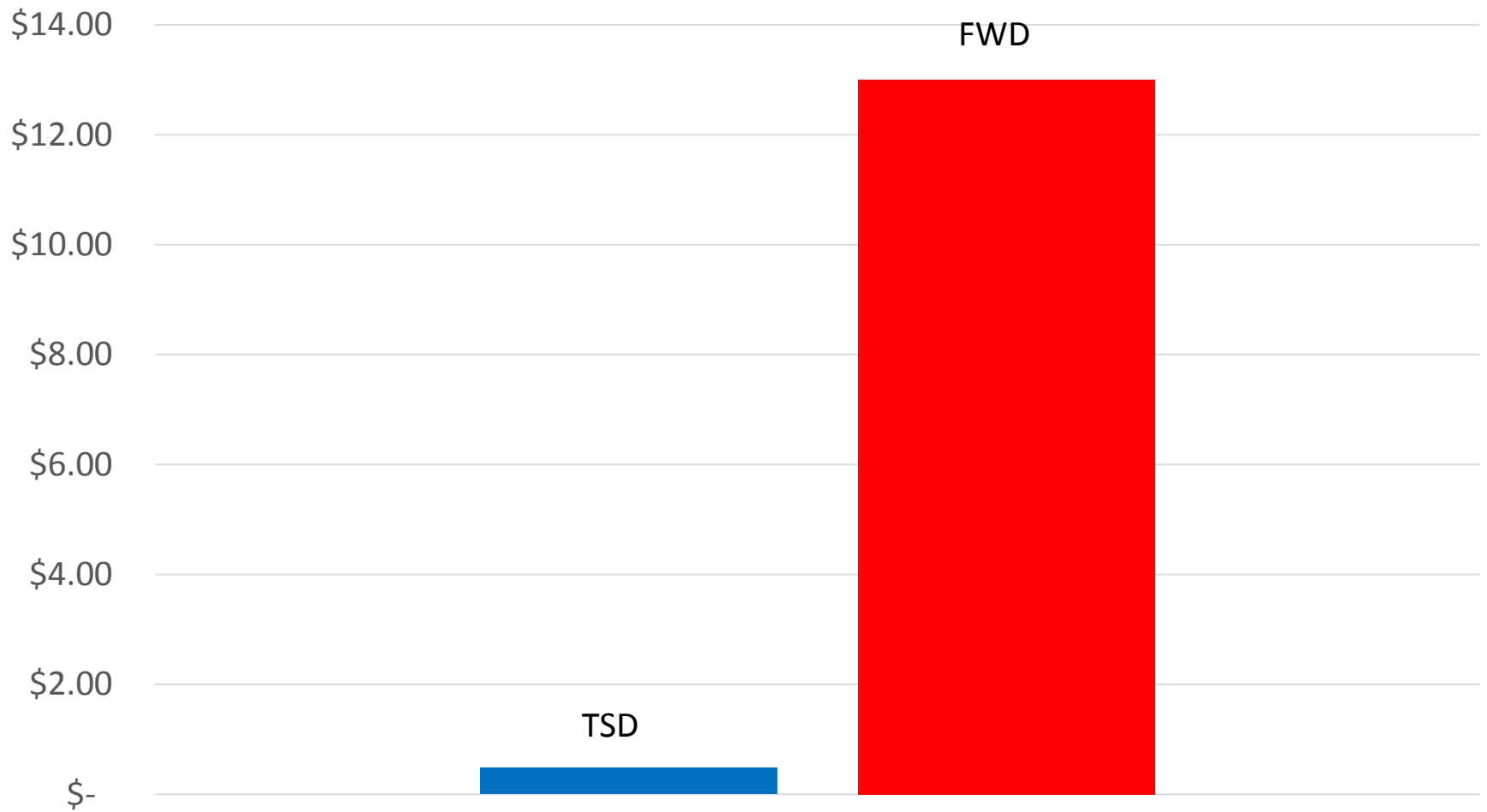


- travels at prevailing traffic speed with no external traffic control
- TSD can complete an entire 10,000 mile network in 12 weeks
- the equivalent FWD survey will take 15 years
- reduced operator and equipment risk over other stationary & slow moving devices

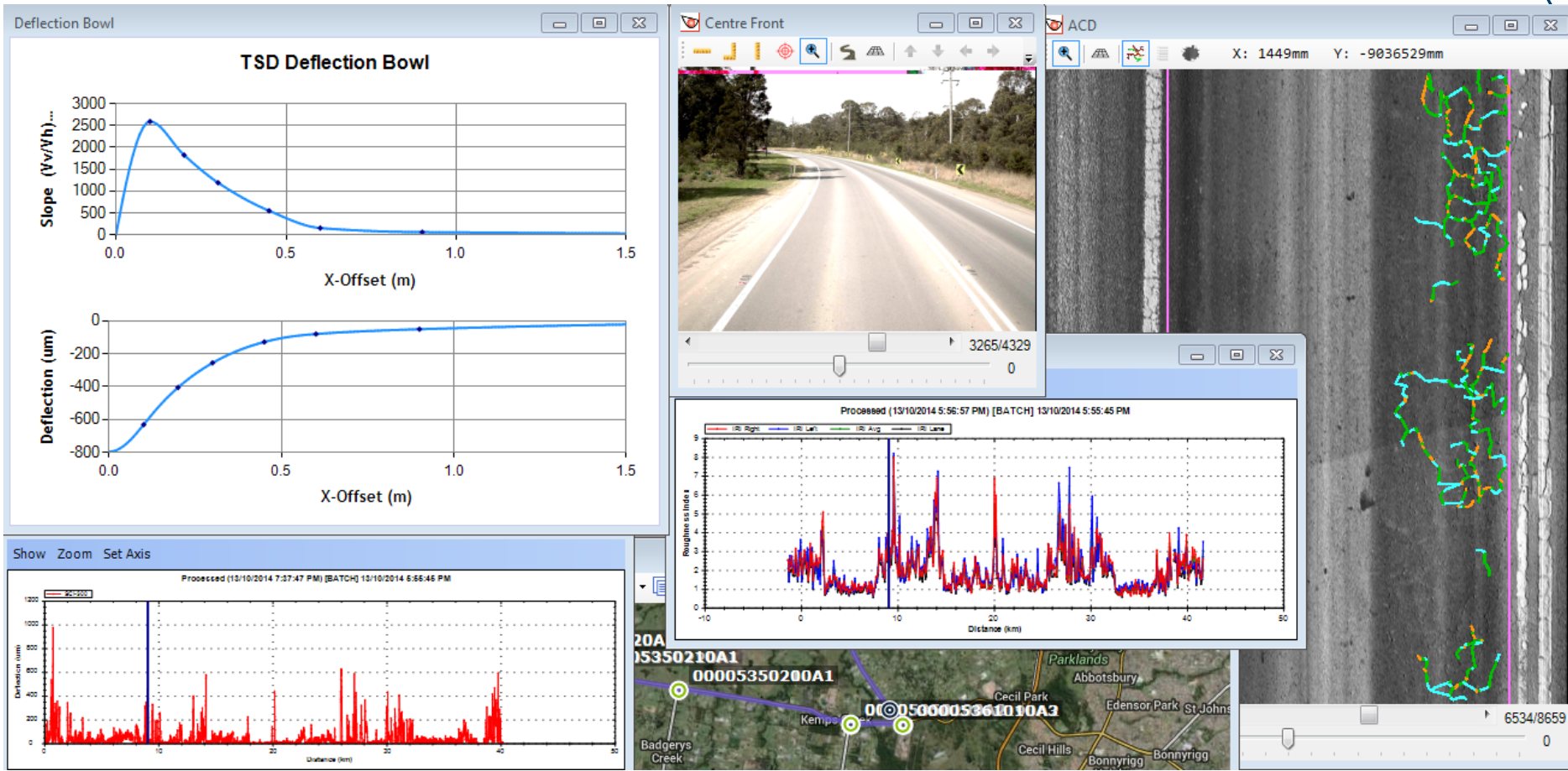
Fast – test points per day



Efficient – cost per test



Efficient – multiple data sets is single pass

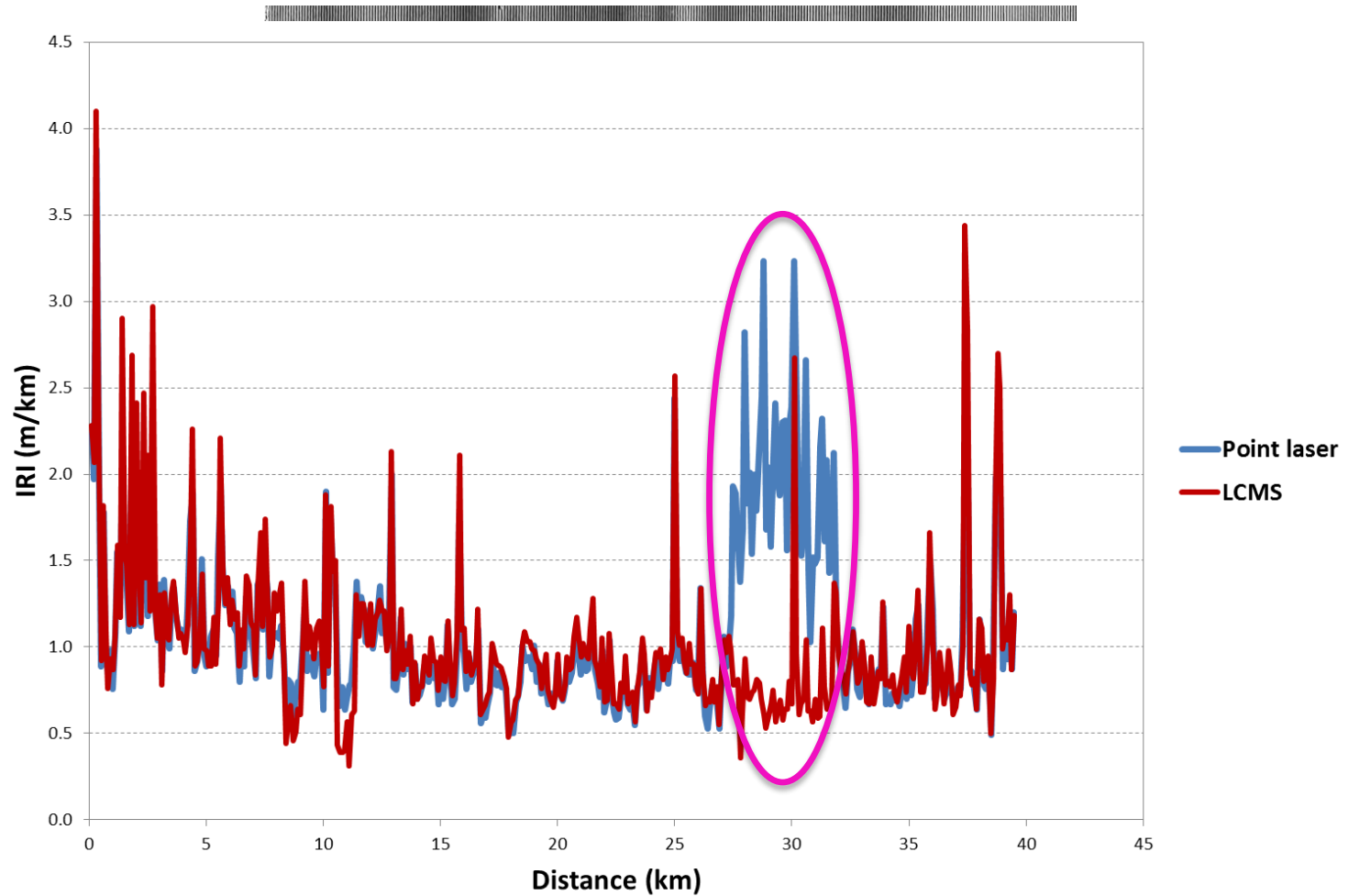


Extent of use



- 2 thirds through the second year's survey program
- 110,000 miles driven
- over 50,000 miles collected
- over 8 million deflection bowls reported

Grooved concrete



Using drones



ite images courtesy of TRL

Australian outback



Conclusion

- test methods and specifications can assist in attaining harmonisation
- they must be 'living' documents to cater for new advances in technology
- new advances in technology are allowing us to collect pavement condition data in new ways



In memoriam: Roland Leschinski



Thank you



Richard Wix, ARRB Group
Phone: 03 9881 1636
Email: richard.wix@arrb.com.au

