THE UNIVERSITY OF TEXAS AT AUSTIN
CENTER FOR TRANSPORTATION RESEARCH

Field Investigation of Relationship between Pavement Surface Texture and Friction

Research Group

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Outline

- Introduction
- Goals & Objectives
- Measurement of Pavement Friction
- Measurement of Pavement Surface Texture
- Field-Data Collection
- Results & Discussions
- Conclusions

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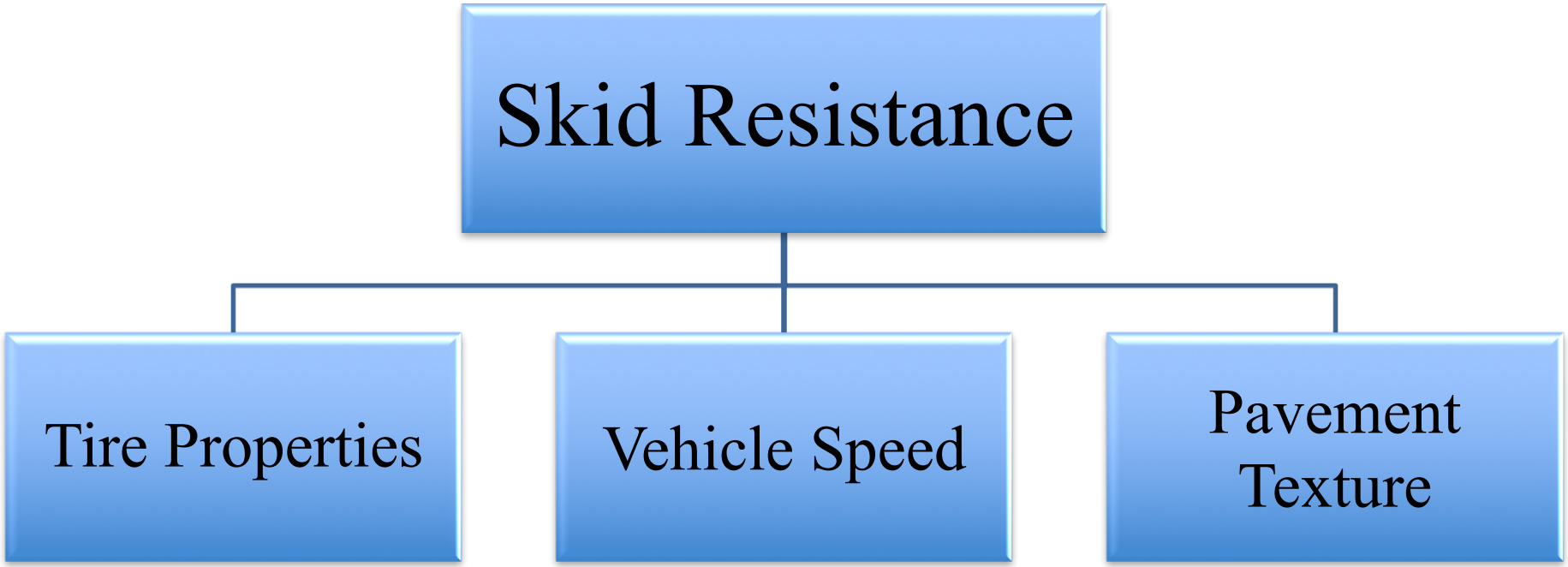
Introduction

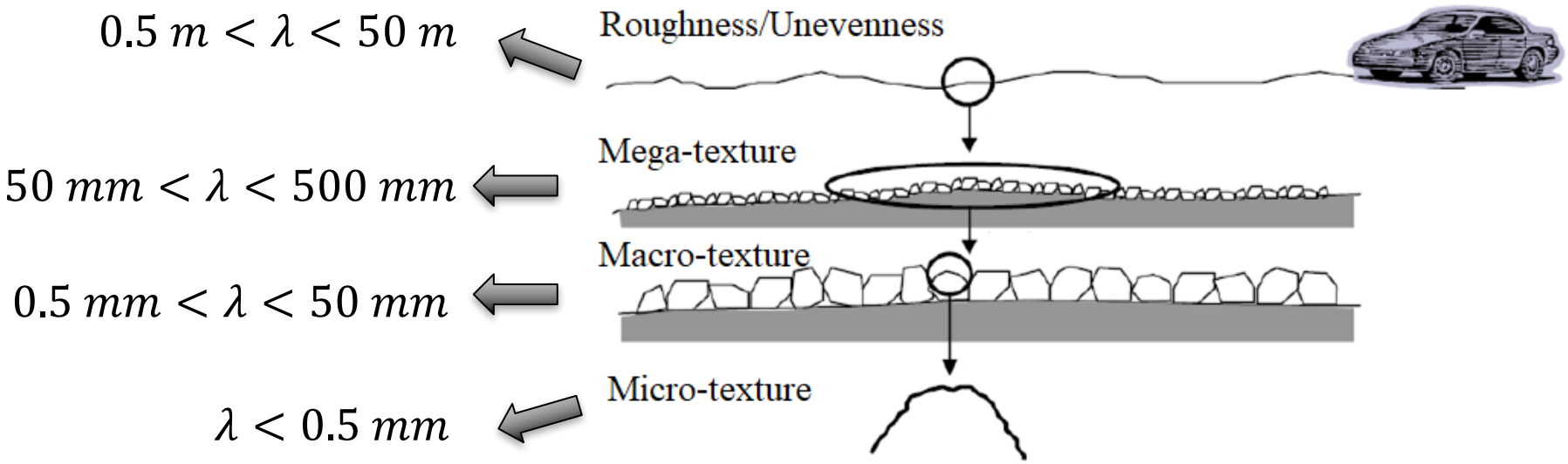
Skid Resistance

Direct force developed at the tire-pavement interface.



Introduction

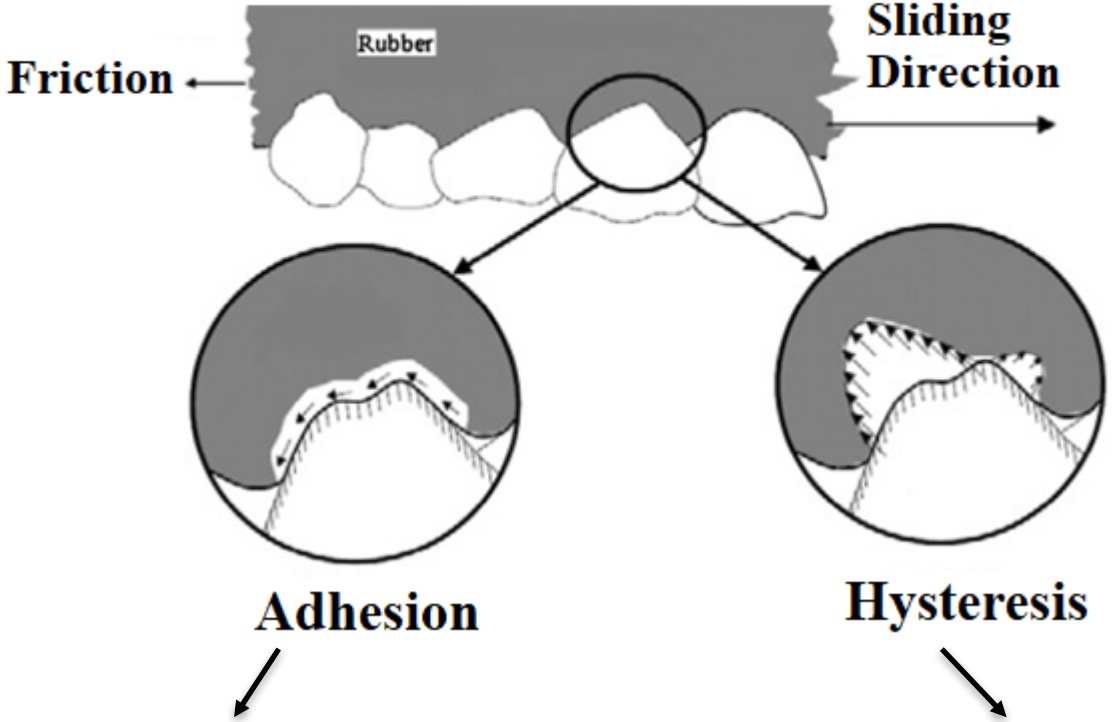
Pavement Texture at Different Levels



- **Macro-texture: Aggregate particles size and arrangement**
- **Micro-texture: Aggregate particles texture and mineralogy**

Introduction

In Pavement-Tire Interface



Responsive to Micro-texture

Responsive to Macro-texture

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Goals and Objectives

Goal:

- Finding the correlation between field-measured texture and friction data.

Objectives:

- Developing an accurate texture measurement device, called a line laser scanner (LLS) prototype, and evaluate its performance by comparing its results to those of the CTM.
- Using the Grip-Tester to collect continuous friction data at traffic speed and compare it to the DFT at two different speeds.
- Calculating the MPD values of texture data and perform statistical analysis to establish correlations between texture and friction.

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Skid Resistance Measuring Principles:

❖ longitudinal friction coefficient (LFC)

- Measures friction when a vehicle is traveling forward in a straight line
- Has slip ratios that simulate the wheel slipping process
- Slip ratio of 0: no slip between wheel and surface
- Slip ratio of 1: fully locked wheel which slides over the surface
- LFC devices with either a fixed or a variable slip ratio

❖ Transverse

- Measures friction when the vehicle is travelling on a horizontal curve and the vehicle wheels are turned.

❖ Stationary or slow-moving

- Used in compact devices found in the laboratory or still testing
- British Pendulum Tester (BPT) and Dynamic Friction Tester (DFT)

LFC Measuring Devices

Device Name	Theoretical water film thickness (WFT), Speed, Measurement interval (Interval)	Assembly	Device Picture
ADHERA	TWFT: 1 mm Speed: 40–120 km/h Interval: 20 m Country of Use: France	Assembly: Trailer that can be hooked up to vehicle Commercially Available: No	
ROAR NL	TWFT: 0.5 mm Speed: 50–70 km/h Interval: 5–100 m Country of Use: Netherlands	Assembly: Three-axle tanker truck with two measuring systems mounted at the rear of the chassis. Commercially available: No	
SRM	TWFT: 0.5 mm Speed: 40–80 km/h Interval: 20 m Country of Use: Germany	Assembly: The test wheels are mounted on the back of a tanker vehicle at the approximate location of a vehicle tire paths. Commercially available: No	
Grip-Tester	TWFT: 0.5 mm Speed: 5–100 km/h Interval: 10 or 20 m Countries of Use: United States, United Kingdom, etc.	Assembly: Trailer that can be hooked up to vehicle. Commercially available: Yes	

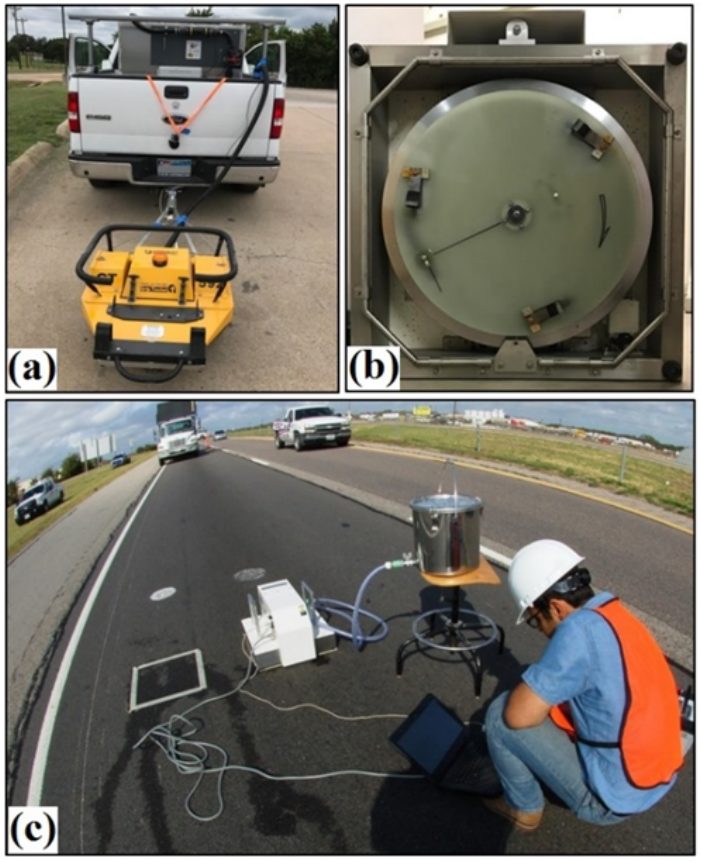
Friction Measurement Machines Used in this Study

❖ Grip-Tester

- Wider range of test speed
- Better repeatability and reproducibility
- Greater efficiency in water usage
- Commercial availability

❖ Dynamic Friction Tester (DFT)

- ASTM E1911
- Measures the friction of the pavement at different speeds
- Two target speeds (50 km/h and 70 km/h)



a) The Grip-Tester attached to a vehicle,
b) Bottom view of the DFT, and
c) The DFT connected to a water tank

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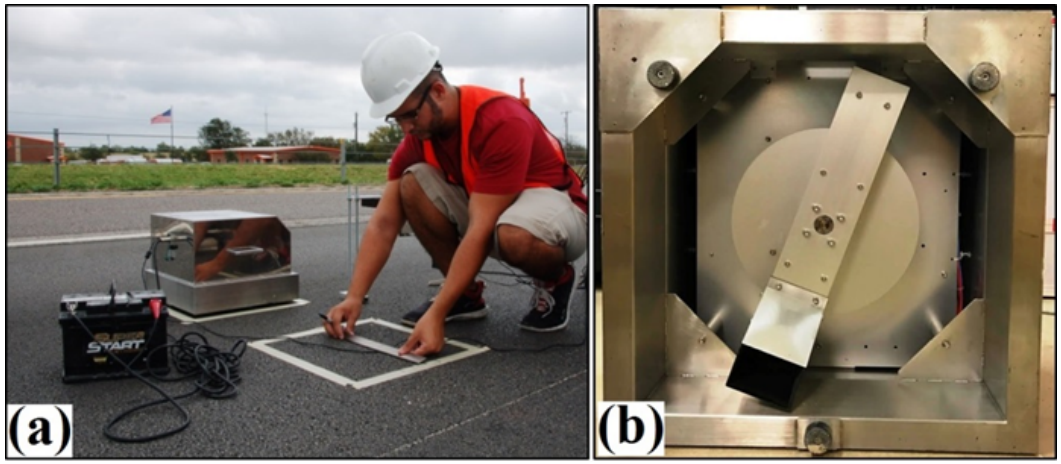
❖ Circular Track Meter (CTM)

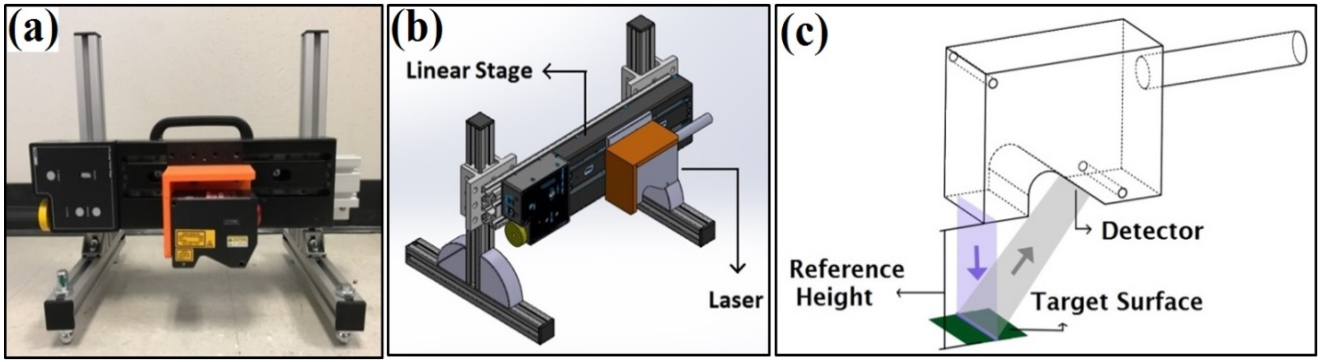
- ASTM E2157
- A common static method to measure the macro-texture of the pavement surface.
- Consists of a laser-displacement sensor that rotates over a circle.
- Measures the profile of pavement surface at an interval of 0.87mm.



a) The CTM powered by a battery and, b) Bottom view of the CTM.

❖ Developed Line Laser Scanner (LLS) Prototype

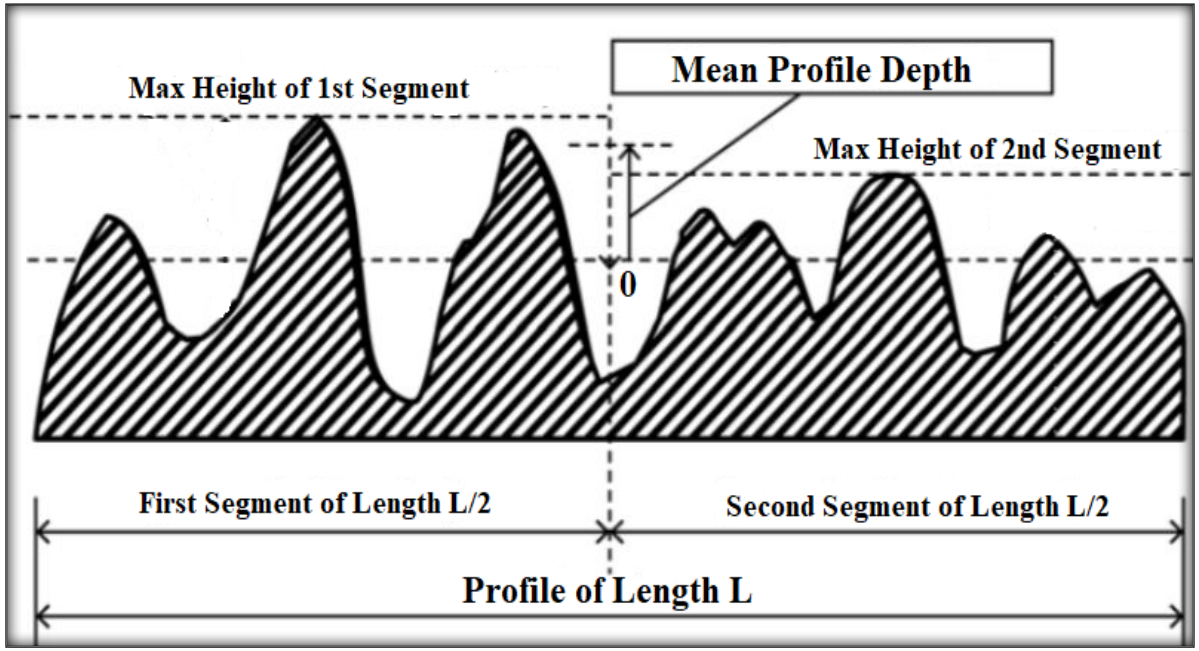
- Two-dimensional non-contact laser sensor
- Projects blue light in a horizontal light
- Captures small changes in the height due to the texture irregularities.
- Can measure a surface profile at an interval of 0.025mm.
- A prototype, called LLS, was developed to enable the laser to travel and capture three-dimensional data.



Different views of the LLS

❖ Mean Profile Depth (MPD)

- Is Known as the best pavement macro-texture indicator.
- Is estimated from the surface height profile – ASTM E1845



$$MPD = \frac{(\text{Max Height of 1st Segment} + \text{Max Height of 2nd Segment})}{2}$$

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Field-Data Collection

Test sections and pavement type

- **Bastrop** (Mix design: Porous Friction Course (PFC))
- **Bryan** (Mix design: Dense-Graded Type C)
- **Fort Worth** (Mix design: Dense-Graded Type D)

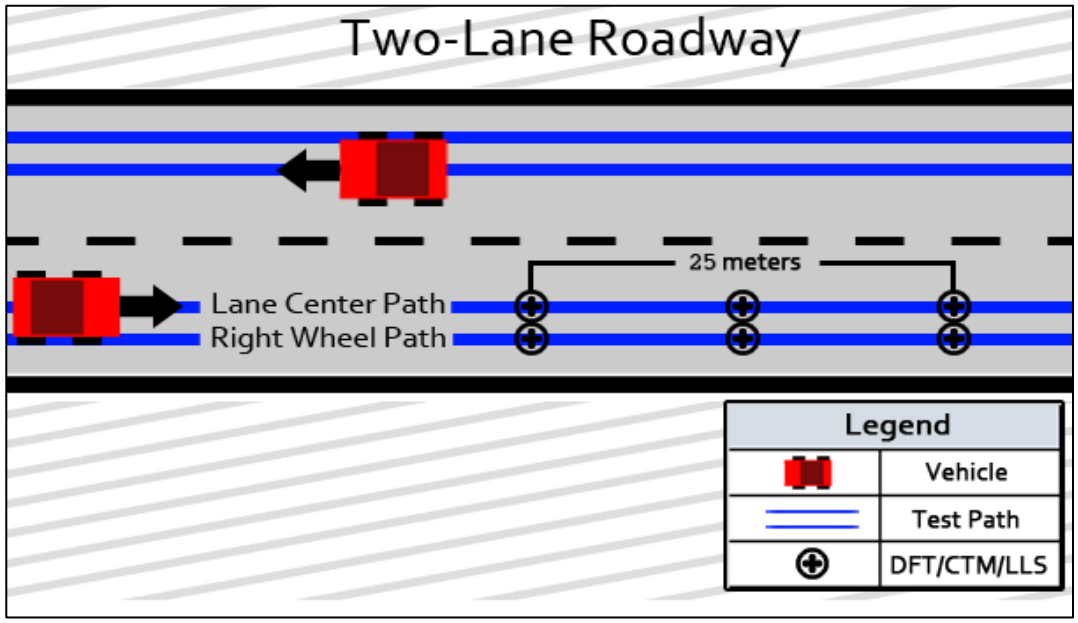
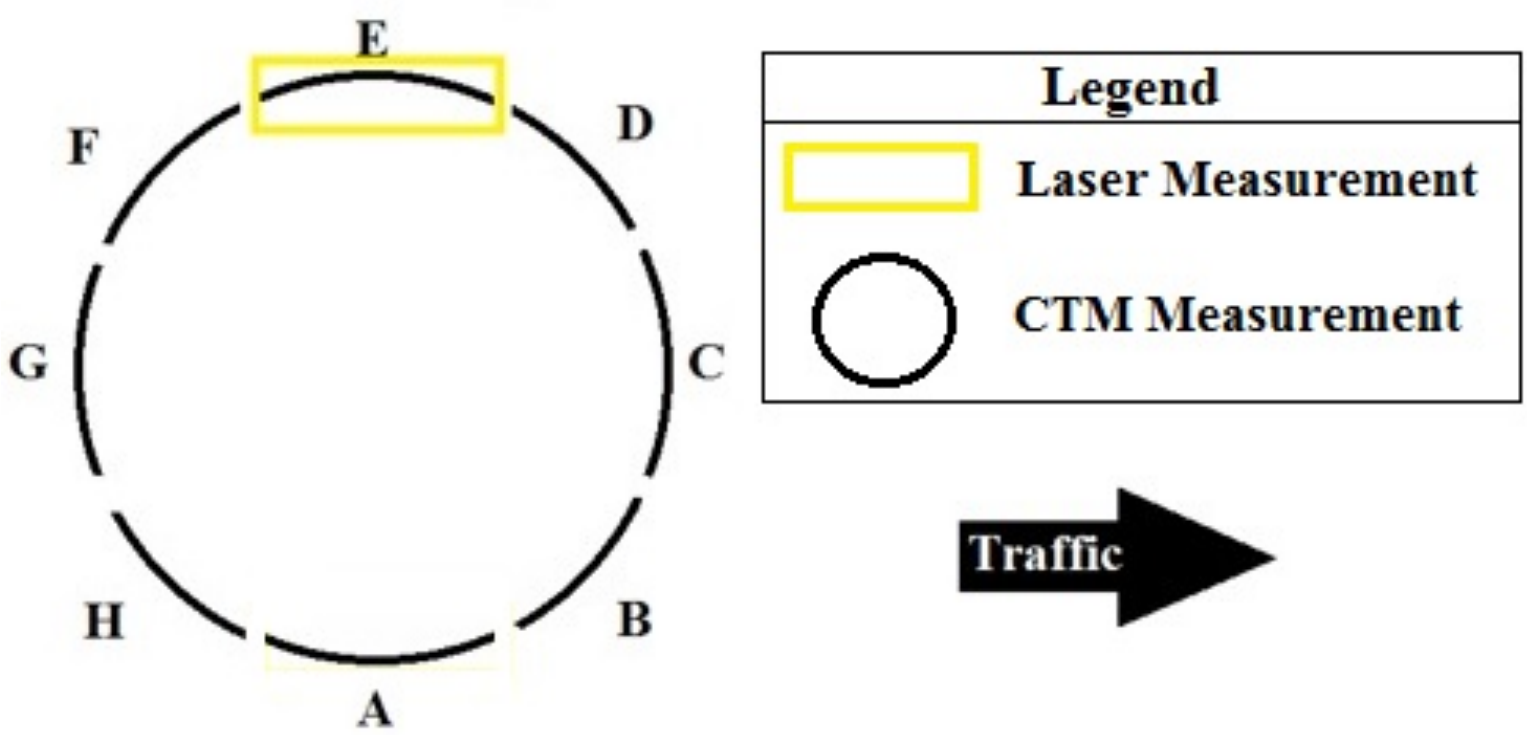


Illustration of test section and test location

Consistency of CTM and LLS Measurements



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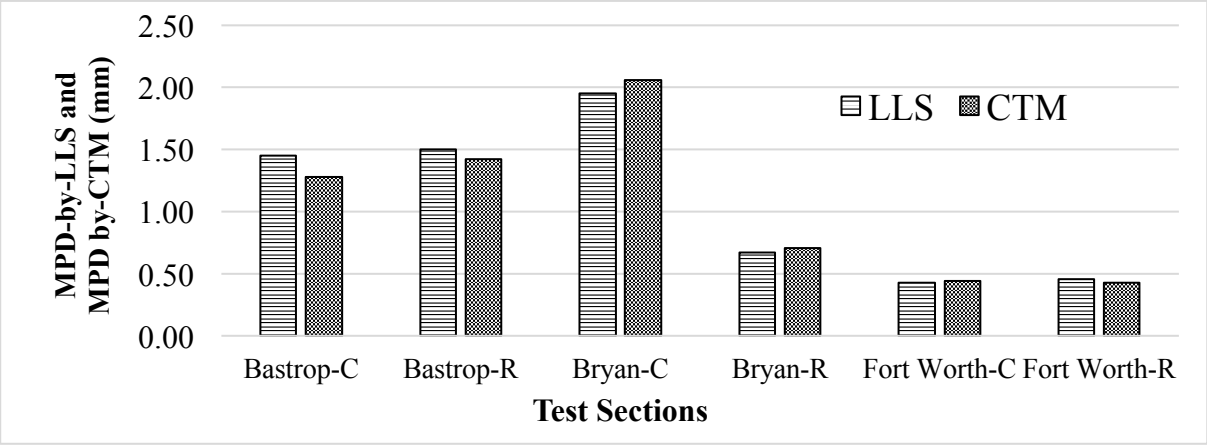
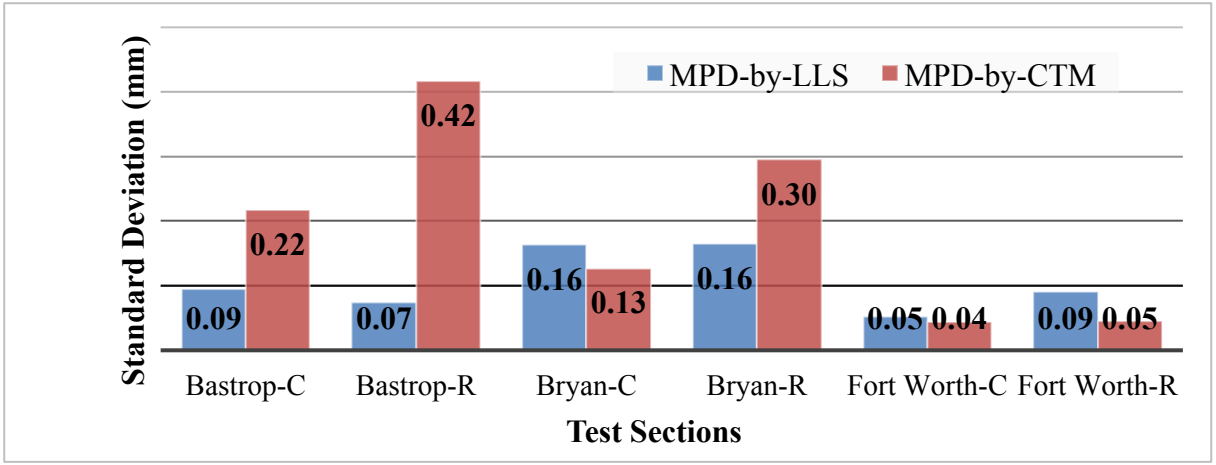
Repeatability of Developed LLS Prototype

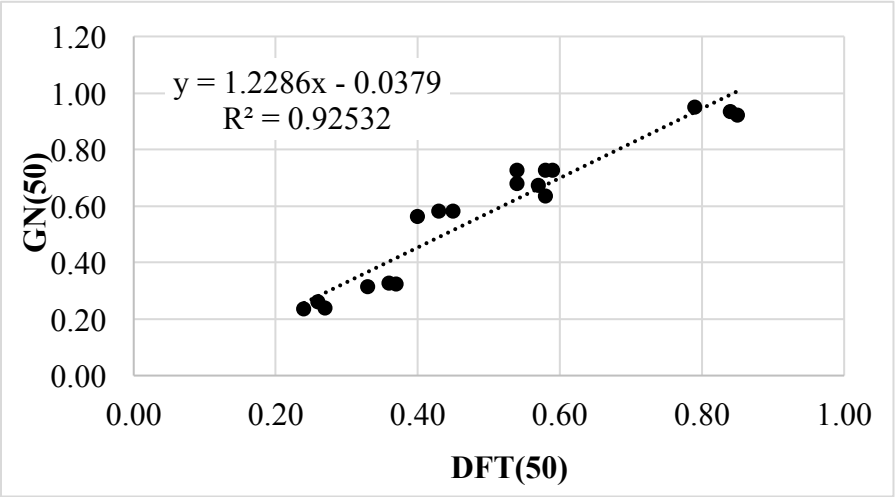
Comparison of mean MPD values obtained from developed LLS prototype and CTM

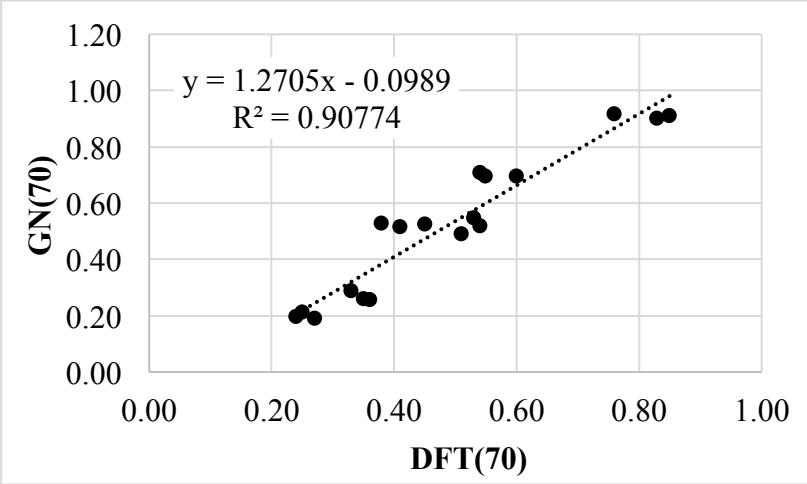


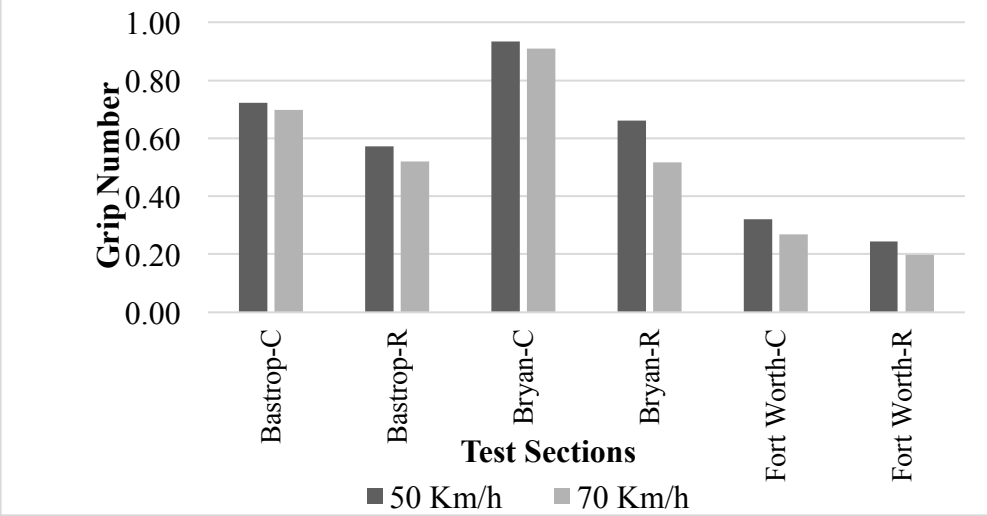
Standard deviation of MPD values measured by LLS and CTM at six test sections



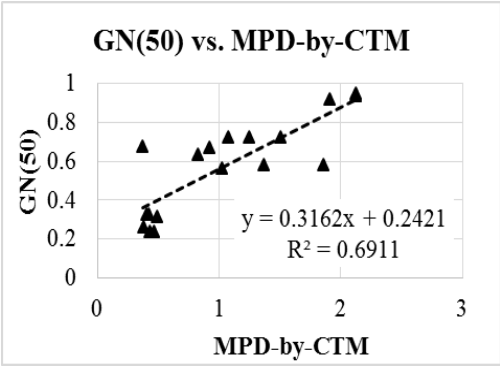
Grip-Tester Results

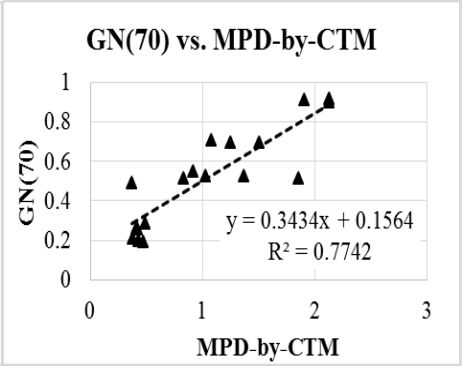


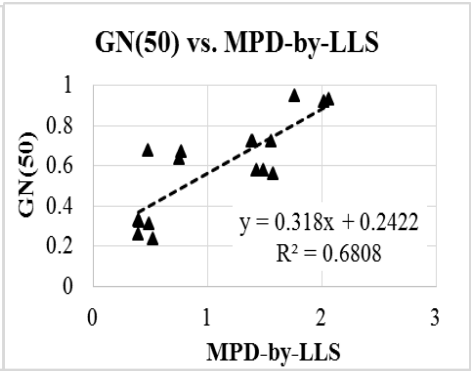


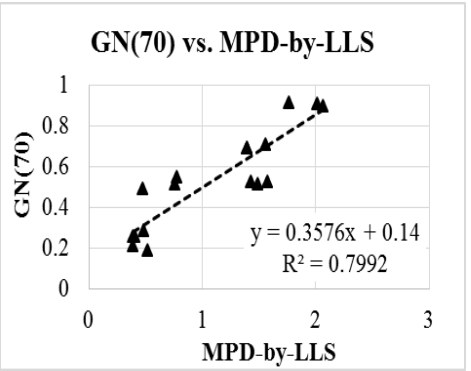


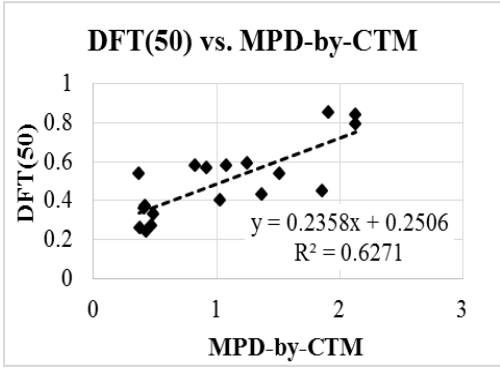
Relationship between the Texture and Friction

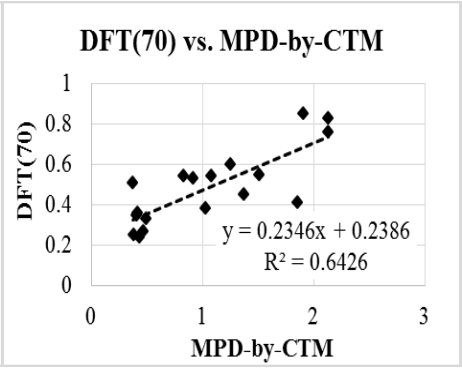


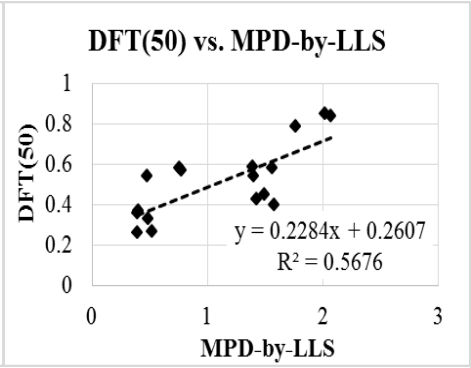


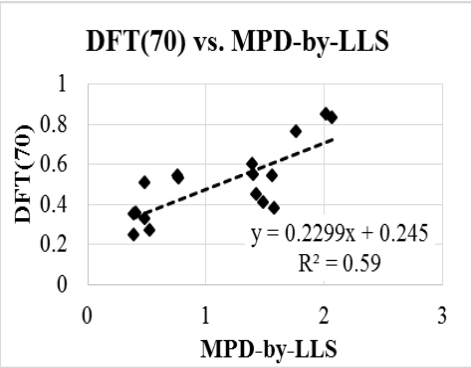












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Conclusions

- **High reliability** of the developed LLS prototype in terms of repeatability.
- **Strong correlation** between the friction number measured by the Grip-Tester and DFT.
- Sensitivity of GN to the test speed.
- **Strong positive linear correlation** between texture and friction in pavements.
- The highest linear correlation coefficients (R) were observed between the GNs obtained at 43.5 mph and texture data obtained using either the LLS or the CTM.