

**State of Wisconsin/Department of Transportation/Midwest Regional University Transportation Center
RESEARCH PROGRESS REPORT FOR THE QUARTER ENDING: September 30, 2004**

Project Title: Incorporating Road Safety into Pavement Management: Maximizing Surface Friction for Road Safety Improvements	Project ID: 04-04
Administrative Contact: Jason Bittner	Sponsor: MRUTC
WisDOT Technical Contact: Nina McLawhorn	Approved Starting Date: July 1, 2003
Approved by COR/Steering Committee:	Approved Ending Date: December 31, 2004
Project Investigator (agency & contact): UW-Madison, David Noyce	

Description: The objective of this research is to integrate road safety and pavement management strategies. Specifically, objectives include:

1. Determine the relationship between skid resistance and traffic safety;
2. Develop asphalt pavement mix design strategies that consider skid resistance as its primary measure of effectiveness;
3. Identify existing prediction models for skid resistance, propose modifications to models, and identify minimum skid resistance ranges to trigger the need for roadway maintenance;
4. Incorporate skid resistance and safety in a pavement asset management tool.

Total study budget	Expenditures for current quarter	Total Expenditures to date
\$221,038 (\$93,007 from other sources)	\$97.06 (LZ06) \$4,007.81 (ME92)	\$61,124.27

Percent Complete:

Progress This Quarter: We have been in the field with WisDOT personal collecting skid data on roadways around the state over the last three months. We have tested nearly all available roadways that have historical skid data. Supporting crash data is being collected. Work continues on reviewing newly identified literature.

We also continue to look at asphalt mix designs at look at effective test methods for determining skid friction values in the field. Numerous design combinations have been tested. Consideration is being given to a mix design that meets WisDOT specifications while optimizing skid friction values. We have field-tested skid value measuring techniques.

Work Next Quarter:

We will collect all of the crash data and begin the correlation analysis. Mix design and field-testing methods will be included. Initial evaluation of the project results will begin.

Circumstances affecting progress/budget: It has taken almost 6 months to get the necessary data. WisDOT required some cost share for their skid trailer data collection.

