

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency: Minnesota DOT

INSTRUCTIONS:

Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # TPF-5(192)	Transportation Pooled Fund Program - Report Period: <input type="checkbox"/> Quarter 1 (January 1 – March 31) <input checked="" type="checkbox"/> Quarter 2 (April 1 – June 30) <input type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: Loop and Length Based Vehicle Classification		
Name of Project Manager(s): Gene Hicks, Mn/DOT	Phone Number: 651/366-3856	E-Mail Gene.Hicks@state.mn.us
Lead Agency Project ID: #95029	Other Project ID (i.e., contract #):	Project Start Date: 1/29/2010
Original Project End Date: 5/31/2012	Current Project End Date: 5/31/2012	Number of Extensions: 0

Project schedule status:

- On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
\$404,542.72 (consultant budget)	\$188,321 (consultant expenses) \$4,538 (kickoff meeting expenses) \$10,600 (NATMEC expenses) Total: \$203,459	45 percent

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
\$79,581.79 (consultant expenses) 20 percent	\$79,581.79 (consultant expenses)	60 percent

Project Description:

Field test installation methods for loops to determine the most cost effective and best performing procedures and materials. Determine the number of bins and the length spacing for each of those bins for uniform collection of length based classification data. Establish calibration standards for vehicle length based measurements.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

Twelve loops and four Sensys detectors were installed at the MnROAD test site on I-94. A review of the loop inductance value revealed unacceptable inductance changes due to unexpected reinforcement in the pavement, greatly reducing their utility for research purposes. Inductance readings were documented and different options for moving forward with the project were prepared and shared with the TAC.

Anticipated work next quarter:

Identify new project direction in consultation with the TAC. Revise test plan to reflect new project direction. Execute test plan, which may include expanded testing with loop simulator equipment, testing with existing loops at NIT or MnROAD I-94 site, testing with temporary loops at MnROAD closed loop track, and/or testing with newly installed loops at a location TBD.

Significant Results:

Testing phase is currently underway. Preliminary results will be available once this phase is complete.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

Delays in contracting and starting the project pushed the initial schedule back two months. Also, as mentioned above, the loops installed at the Mn/ROAD Test Site were found to be unsuitable for this research, so alternative methods for testing the loops are under consideration. The project could remain on schedule if testing is focused on existing and temporary loop testing, but would likely require a time and budget amendment if installation of additional test loops is needed.

Note: consultant contract has been split into two phases. Phase 1 consists of tasks 1 through 4, and phase 2 consists of tasks 5 through 8. Work on both phases is currently underway.

Potential Implementation:

This project will recommend a loop detector calibration process and accuracy standards.
This project will develop length-based vehicle classification schemes.