

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT):
Arizona Department of Transportation

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(166)	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: Application of three Dimensional Laser Scanning for the Identification, Evaluation, and Management of Unstable Highways and Slopes		
Name of Project Manager(s): Christ G Dimitroplos	Phone Number: (602)712-7850	E-Mail cdimitroplos@azdot.gov
Lead Agency Project ID:	Other Project ID (i.e., contract #): JPA-08-019M	Project Start Date: 12/12/08
Original Project End Date: 12/12/10	Current Project End Date: 12/12/14	Number of Extensions: 2

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
\$210,000	\$190,000	90%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
0	0	95

Project Description:

The identification, evaluation, and categorization of high risk slopes (to include geological conditions and slope stability) has always been a labor intensive task. Light Deflection and Ranging (LIDAR) is a technology that is able to scan a 3D surface and put them into data points. This results in rock mass and rockfall characterization. This project will take scans of several slopes and characterize several slope formations. Together with the software, this technology has the capability to perform the above tasks in a much improved yet simplified way.

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

Contract editor began technical editing of final report 19 May 2014.

Anticipated work next quarter:

Revisions and edits due to comments/questions from the technical editor on 6 June 2014.

Significant Results:

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).

No issues have been identified.

Potential Implementation:

LiDAR facilitates efficient remote three dimensional surveys of geometric surfaces in a safe and cost efficient, reliable and accurate manner, reducing exposure of personnel to hazardous working conditions, and creating a permanent record of on site conditions.

It has proven to be capable of streamlining geological and geotechnical rock mass characterization and is a significant aid in the analysis of rock cut slopes, tunnels, and retaining wall stabilities projects.

LiDAR scanners mounted on vehicles have the potential for efficient and labor reducing task of inventorying of rock fall hazards sites. By comparing data sets from one year to another discrete changes in cut slopes geometries and loose rock can be detected that may not be obvious from manual observation. Similarly Terrestrial LiDAR may be used to efficiently determine excavation quantities of in place materials during and after construction, blasting techniques and thereby reducing the potential for claims and wandering construction limits.