

7	Louisiana	Donnie Williams	A view of laws that would be required to allow automated vehicles to be used in each state. With this technology growing at the speed of light, many states will require changes to state laws that may affect its incorporation.	8	5	1	2	9	8	10	9	9	10		6.50
8	Georgia DOT	Mark Morvant	Driven Pile Vibration Monitoring – Driven Piles are a common way to transfer loads for bridge and other foundation types into the ground. Vibrations can be associated with pile installations; and damages to nearby structures are not intended or desired. The potential for vibrations depends upon many variables (pile type, soil type, distance from the pile, the dissipation of energy with distance from the pile, etc. What methods and policies are used by State Departments of Transportation (DOT) to manage the balance of costly site inspections (before/after driving), onsite vibration monitoring, risk to legal damage claims, and the area of influence around the pile. A summary of state practices would be part of the synthesis, which would also include a best practices specification recommendation, and possibly a cost benefit analysis.	6	5	8	7	5	5	4	10	8	4		6.50
9	Mississippi DOT	Donnie Williams	Use of materials to control dust on non-paved roads.	10	5	10	10	10	10	3	6	5	1		6.88
10	Mississippi	Darryl D. VanMeter, P.E.	Disadvantaged Business Enterprise (DBE) Utilization Techniques and Practices in Alternative Delivery - The current state of practice within many DOT's is that there are established goals and procedures for incorporating federally required Disadvantaged Business Enterprise (DBE) objectives into traditional construction contracts. Good faith efforts are a requirements of State DOTs to not only establish goals but also to properly monitor and react to contractor actual performance for this requirement as contracts are executed. From time to time, it becomes necessary to react to trends and occurrences in the accomplishment of the State DOT's responsibilities, to somehow change or influence Contractor behavior so as to achieve the intent of the federal regulation in reality. An example of this is the trend of saturating a particular market by a tendency to over utilize one particular type of work or service, and not spread the opportunities out in the available markets where there is a pool of ready, willing and able participants in local vicinity of that work. In the field of Alternative Delivery, which blends both construction and preconstruction activities, the possibility exists to expand the field of DBE opportunities in a more deliberate fashion, partly because there is a wider range of DBE	8	5	7	6	8	9	8	3	10	8		7.00

External Pooled Fund project topic

Donnie Williams / Mark Morvant	Pooled fund with Dr. Hota Ganagroe (Already in the works) where the study would look at the durability question surround fiber reinforced plastic. Many states are using this project in varying degrees to rehab concrete elements. A constant question being asked is how long will it last. Study would look at this issue and evaluate existing applications. s
Michelle Owens	Ditch Check Practices using Large-Scale Testing Techniques
Neil Mastin	<p>Roadway Departure Safety Information Clearinghouse: The objective of this pooled fund project is to fully develop and launch the Roadway Departure Safety Information Clearinghouse. The Clearinghouse will be an actively managed, comprehensive, centralized resource for roadway departure safety information. This effort will reduce frequency and severity of roadway departure crashes by aiding practitioners with more rapid identification and implementation of best practices, safety countermeasures, new roadside safety technologies, and the latest research and training.</p> <p>The Clearinghouse will serve as an integral tool in support of important safety initiatives that are underway in the United States including Toward Zero Deaths, the Decade of Action, and the various state Strategic Highway Safety Plans, all of which have elements related to roadway departure safety. These efforts have a common goal of eliminating deaths associated with highway crashes.</p> <p>SCOPE</p> <p>The scope of the Clearinghouse will include identification and dissemination of data, best practices, safety countermeasures, and research that will reduce the number and severity of roadway departure crashes. The three key elements of this scope include:</p> <ol style="list-style-type: none"> 1. Reducing the frequency of vehicles leaving the roadway, 2. Reducing the potential of errant vehicles crashing if they do leave the roadway, and 3. Mitigating the severity of crashes that do occur. <p>Tasks required to complete the Clearinghouse development include: content identification,</p>