**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: \_\_\_\_\_\_10/09/2018 (original) and 12/06/2018 (revised)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Lead Agency (FHWA or State DOT): \_\_\_\_\_\_\_\_Washington State 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.*

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| **Transportation Pooled Fund Program Project #**TPF-5(332) | **Transportation Pooled Fund Program - Report Period:**□Quarter 1 (January 1 – March 31)□Quarter 2 (April 1 – June 30)**□Quarter 3 (July 1 – September 30)**□Quarter 4 (October 1 – December 31) |
| **Project Title:**LTPP Forensic Evaluations |
| **Name of Project Manager(s):**Jeff Uhlmeyer, P.E.Mustafa Mohamedali P.E. M.ASCE PMP | **Phone Number:**360-709-5485360-704-6307 | **E-Mail**UhlmeyJ@wsdot.wa.govMohameM@wsdot.wa.gov  |
| **Lead Agency Project ID:**Y-12005 | **Other Project ID (i.e., contract #):**Y-12005 | **Project Start Date:**December 11, 2017 |
| **Original Project End Date:**November 30, 2019 | **Current Project End Date:**November 30, 2019 | **Number of Extensions:**0 |

Project schedule status:

**□ On schedule** □ On revised schedule □ Ahead of schedule □ Behind schedule

Overall Project Statistics:

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|  **Total Project Budget** |  **Total Cost to Date for Project** |  **Percentage of Work**  **Completed to Date** |
| Current contract = $210,000 (Y-12005)Current funds = $265,000Total commitments = $545,000 | $17,735.81($140,116.10 of $210,000 obligatedto date) | 12.7% (based on obligated funds)8.4% (based on contract funds) |

***Quarterly*** Project Statistics:

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|  **Total Project Expenses**  **and Percentage This Quarter** |  **Total Amount of Funds**  **Expended This Quarter** |  **Total Percentage of**  **Time Used to Date** |
| $17,735.81 (50.5% spent this quarter) | $8,962.72 | 11.2% (based on hours under obligated funds) |

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| **Project Description**:The objective of this project is to perform forensic evaluations on Long-Term Pavement Performance (LTPP) test sections as they go out of service, in general accordance with the guidelines provided in the Transportation Research Board’s National Cooperative Highway Research Program (NCHRP) Report 747: “Guide for Conducting Forensic Investigations of Highway Pavements.” The forensic evaluations are to be performed on LTPP test sections, capturing data on exactly why the section performed as it did, and what ultimately led to its removal from the program. Consistent with the NCHRP Report 747 Guidelines, LTPP test sections considered for forensic evaluation will first undergo a desktop study to determine additional data needs, if any, to explain its performance. Follow-up investigations may entail trenching and coring, measuring lift deflection, and potential lab testing of field samples for materials characteristics.The project is task order based and its scope of work (SOW) consists of the following four tasks:1. Project Management (Task Order AA)
2. Test Section Selection (Task Order AB)
3. Forensic Evaluations
4. Final Project Report

To date, task orders have been executed for the first two tasks; i.e., funds have been obligated. These two task orders are ongoing and on schedule. All project management activities are up to date and on schedule. In terms of Task 2, more than 100 LTPP test sections have been identified for potential forensic evaluation. Nominations are being prepared, with one of those approved for forensic desktop study, which will be completed during the upcoming reporting period.Separate task orders will be executed for each forensic evaluation under Task 3, but none have been issued to date. Accordingly, there is no progress or schedule update to report. Execution of Task 4 is not anticipated until later in the Project, and therefore progress and schedule reporting are not appropriate at this time. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):****Task Order AA Project Management*** Continued working on those management activities necessary for the successful completion of the project including cost control, subcontractor control, preparation of progress reports and invoices, and participation in meeting/conference calls with WSDOT.
* As part of the above bullet item, completed and submitted the first quarterly progress report for the project covering the period of April 1 to June 30, 2018. Also, prepared and submitted invoices for the months of July and August 2018.
* Prepared for and participated in the September 13, 2018 progress status meeting, which was held via conference call. At this meeting, Mustafa Mohamedali was introduced and welcomed to the TPF-5(332) project effort and the most important elements of the project and their status were reviewed. Draft minutes of the meeting were prepared ad submitted to WSDOT for their review and consideration. Because the bulk of the meeting was spent addressing Task Order AB Test Section Selection issues, further details about the meeting are provided in greater detail in the next section.
* Finished working with the University of California – Davis personnel to prepare and execute master agreement and Task Orders AA and AB.

**Task Order AB Test Section Selection*** Working with the FHWA LTPP Team and its LTPP Data Collection Contractor (DCC), the Wood E&IS project team evaluated the active LTPP test sections for possible inclusion in the TPF-5(332). As part of this effort, (1) reviewed the list of LTPP test sections scheduled for close-out, (2) selected sections with distress values considered "high" relative to other in-study LTPP test sections, (3) narrowed the list to agencies that were considered having high potential to assist in a forensic study, and (4) created a workbook containing only these agencies.
* Following-up on above bullet item, the LTPP DCC is presently engaging with the appropriate agencies to determine whether significant work is scheduled on those test sections included in the referenced workbook. As part of this effort, consideration is being given to whether (1) high performing test sections should be nominated or (2) an increased level of data availability should be developed. It is expected that the main outcome from this effort will be a solid list of candidate LTPP test sections for consideration under TPF-5(332).
* As noted under Task Order AA Project management, prepared for and participated in September 13, 2018 progress status meeting, which focused on the identification of candidate test sections for forensic evaluation. It was decided at this meeting that the Wood E&IS project team does not need to provide the comprehensive list of candidate LTPP sections for forensic evaluation to WSDOT in the future. Instead, the list will continue to be used by the project team to identify and to recommend specific LTPP test sections to both affected agencies and WSDOT.
* Based on outcomes from above referenced meeting, the LTPP test sections nomination form was revised per recommendations from WSDOT. In turn, using the revised form, the first formal LTPP test section nomination form was submitted to WSDOT for consideration. The nomination form was for WSDOT LTPP test section 531005, which was approved for conduct of the first desktop study under TPF-5(332).
* Another outcome from the referenced meeting was to begin pursuit and completion of 2 to 4 LTPP test section nomination and at least one desktop study (WSDOT 531005) by the end of 2018.
* With support from the Wood E&IS team, WSDOT is considering forensic investigations associated with those test sections included in SPS-2 pavement preservation TPF study. In addition, WSDOT is considering scheduling the next TPF-5(332) TAC meeting in the fall of 2018.
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| **Anticipated work next quarter**:**Task Order AA Project Management**Continue working on those management activities necessary for successful completion of project including cost control, subcontractor control preparation of progress report, preparation of invoices, and participation in meetings/conference calls with WSDOT and other TPF personnel. The referenced work activities will be carried out throughout the period of October 1 through December 31, 2018..**Task Order AB Test Section Selection**Continue to work on the identification of LTPP test sections for consideration for forensic evaluations (i.e., Task 2.a) and, as sections are approved by WSDOT, conduct preliminary investigation and prepare either detailed forensic evaluation plan or preliminary investigation report (i.e., Task 2.b). As indicated earlier, it is anticipated that 2 to 4 LTPP test sections (Task 2.a) will be nominated before the end of 2018 and that from that shortlist at least 1 LTPP test section will undergo a desktop study upon approval from WSDOT. The referenced work activities will be carried out throughout the period of October through December 31, 2018. |

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| **Significant Results:**None to report at this time, but they are anticipated in the upcoming reporting period.  |
| **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 problems, challenges or issues have been encountered to date and none are anticipated |

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| **Potential Implementation:** Nothing to report at this time, but once desktop studies and forensic evaluations get started, data explaining the performance of the LTPP test sections will be generated, which can serve two purposes: (1) input into the LTPP database or IMS for use by data analysts and other users, and (2) support respective State Highway Agencies with M&R decision making process for test section in question. |