

TRANSPORTATION POOLED FUND PROGRAM

QUARTERLY PROGRESS REPORT – Q1/2025

Lead Agency: **Washington State Department of Transportation (WSDOT)**

Transportation Pooled Fund Program Project		Quarterly Report Period
TPF-5(500) LTPP Forensic Investigations - Stage 2 https://www.pooledfund.org/Details/Study/729		<input checked="" type="checkbox"/> Quarter 1: Jan-Mar <input type="checkbox"/> Quarter 2: Apr-Jun <input type="checkbox"/> Quarter 3: Jul-Sep <input type="checkbox"/> Quarter 4: Oct-Dec
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Lead Agency Project ID	Other Project ID (e.g. contract #)	Program Start Date
Y12819	WSP 6420230016	Sep 2, 2022
Contract Start Date (Original)	Contract End Date (Original)	Revised Contract End Date
Aug 17, 2023	Mar 31, 2026	--

Program Schedule Status

☒ On original schedule
 ☐ On revised schedule
 ☐ Ahead of schedule
 ☐ Behind schedule

Overall Program Statistics

Commitments to date \$	Obligations to date \$	% Obligated to date	Contracted to date \$	Expended to date \$	Expended this quarter \$
440,000	360,000	82%	340,000	140,912*	5,912*

Note: \$13,000 of remaining contracted budget is set aside for travel.

*Interim figures

Project Description <p>The objective of this pooled fund study is to create a mechanism to allow for rapidly completing forensic evaluations of LTPP sections before going out of service. Test sections that are no longer active, but which have remained unchanged (i.e., no maintenance or rehabilitation has been applied), may also be considered for forensic evaluation. Possible reasons for carrying out the forensic evaluations include: • Determining reasons for poor pavement performance/premature failures • Understanding exceptional pavement performance and/or longevity • Validating pavement</p>

performance prediction (predicted vs actual) • Collecting data to support development and/or calibration of pavement performance prediction models • Closing-out or conducting final investigations of experimental test sections. Ultimately, the primary reason for carrying out the evaluations will be to determine if the data contained in the LTPP database adequately explains the performance of the test sections and why they performed as they did. If the existing information is insufficient, then identifying and collecting additional information to inform the performance will be strongly considered.

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

The work performed in each of the tasks specified by the project's scope of work (SOW) is summarized below. The attached table (Table 1) provides further information on the Task 2 and Task 3 activities, while the attached figure (Figure 1) shows the location of the LTPP test sections selected to date for forensic investigation. *Progress on the project tasks has been affected by the limited availability of contract funds during the reporting period.*

Task 1. Project Management: • Participated in face-to-face meeting with TxDOT on January 22, 2025 in Austin, TX; provided update of TPF-5(500) activities to date and discussed forensic evaluation results for LTPP test section in Texas • Participated in virtual meeting with TPF-5(500) Technical Advisory Committee (TAC) that took place on January 23, 2025; provided update of TPF-5(500) activities to date and discussed priorities and path forward for study • Prepared and submitted January, February and March 2025 invoices • Prepared and submitted quarterly progress report for the October 1 to December 31, 2024 period • Continued to perform subcontractor management activities • Continued to coordinate project activities with FHWA LTPP Team and its Data Collection Services Contractor (DCSC) • Conducted other required project management activities.

Task 2. Test Section Nominations: • Continued to work on identifying LTPP test sections for possible forensic evaluation, *but none were nominated* – to date, 38 LTPP test sections at 11 locations in 10 states have been identified (same numbers as in previous report) • *No new test section nomination forms were submitted to WSDOT for approval for conduct of forensic evaluations* • Continued to work with the FHWA LTPP Team and its DCSC to identify additional candidate test sections.

Task 3a. Desktop Studies: • Completed forensic desktop evaluations for 14 LTPP test sections in MO, MS, and CA – draft technical memoranda were prepared and submitted to WSDOT for review and approval, including follow-up actions with respective agencies and FHWA LTPP Team • Commenced or continued work on forensic desktop evaluations for 5 LTPP test sections in NC and TX *with modest progress* – completion of these evaluations is anticipated in the second reporting period of 2025.

Task 3b. Follow-Up Forensic Investigations: • Completed planning and coordination for in-person meeting with TxDOT on January 22, 2025 in Austin, TX • *Continued working on planning and coordination of virtual meetings with AZ, KS, MO and MT as well as with WSDOT and the FHWA LTPP Team to review draft desktop forensic evaluation memoranda* • As appropriate, follow-up forensic investigation plans are being formulated based on outcomes from the referenced meetings.

Task 4. Final Report: • No work is anticipated under this task until the final months of the project.

Anticipated work next quarter

The anticipated work to be performed in each of the tasks specified by the project's SOW is summarized below. This assumes additional funds will be obligated early in the upcoming period.

Task 1. Project Management: • Prepare and submit monthly invoices • Prepare and submit quarterly progress report for the April 1 to June 30, 2025 period • Continue to perform subcontractor management activities • Continue to coordinate project activities with FHWA LTPP Team and its DCSC • Conduct other required project management activities.

Task 2. Test Section Nominations: • Continue to work on identifying LTPP test sections for possible forensic evaluation • Continue to prepare and submit test section nomination forms for WSDOT approval for conduct of forensic evaluations.

Task 3a. Desktop Studies: • Continue desktop evaluations for 5 LTPP test sections in NC and TX • Begin working on desktop evaluations for other test section nominations approved by WSDOT.

Task 3b. Follow-Up Forensic Investigations: • Continue preparations for and participate in meetings with AZ, KS, MO and MT and, if finished evaluations, with CA, NC, and TX, as well as with the FHWA LTPP Team to review draft desktop forensic evaluation memoranda • As appropriate, formulate follow-up forensic investigation plans based on outcomes from referenced meetings, including information from Missouri SPS-10 coring to be performed in April 2025..

Task 4. Final Report: • No work is anticipated under this task until the final months of the project.

Significant results

Technical work on the project commenced in earnest in December 2023, and important results and findings are being realized. For example, based on the forensic evaluation desktop study for the WA test sections, an issue requiring correction of the LTPP InfoPave tool was identified. More specifically, the plots of rutting versus time for the three test sections in question were showing incorrect trends, even though data associated with these plots were determined to be correct. The project team prepared and submitted LTPP Data Analysis and Operations Feedback Report (DAOFR) to the FHWA LTPP Team for corrective action; correction has been incorporated in the August 2024 LTPP InfoPave release. Since then, other data (distress, traffic, etc.) issues have been identified during other forensic evaluations in the LTPP database and the project team is working with the FHWA LTPP team to address these issues. Another important outcome of the forensic investigations to date is the confirmation that all test sections investigated to date, without exception, have adequate data to explain their performance. Moreover, recommendations are being made to further collect data elements that would further enhance the available data – e.g., within test section thickness measurements, close-out performance testing, laboratory testing, etc. We also learned, based on meetings with WSDOT, planned rehabilitation on the Washington SPS-10 project has been postponed, providing additional time to assess test section performance.

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)

There are no technical challenges to report at present (and none are anticipated), which may affect completion of the project. As indicated in the previous progress reports, however, contract funding is nearly depleted, and hence future progress of work will depend on committed funds being obligated to enable the work to continue without a break.

Potential Implementation

The primary outcome of the test section forensic evaluations is memoranda documenting the major findings, conclusions, and recommendations, both for each investigation and for the overall project. As with the Stage 1 effort (TPF-5(332)), numerous important findings have been made as a direct result of the forensic evaluations, which will directly affect, and therefore improve, the LTPP database and will advance knowledge in the pavement community – please see earlier Significant Results section. Many more findings are anticipated over the remainder of the project.

Study #	# of Sites	# of Sections	State(s)	LTPP ID	Experiment Type ¹	Pavement Type ²	Purpose of Investigation	Nomination Submittal	Study Start	Initial Memo Submittal	Memo Acceptance
1	1	1	PA	42-1597	GPS-6S	AC	Excellent Performance; Other	12/6/2023	12/11/2023	Cancelled	Cancelled
2	1	6	AZ	04-0213	SPS-2	JPCP	Performance Comparison	12/6/2023	12/11/2023	2/26/2024	
				04-0214							
				04-0215							
				04-0217							
				04-0262							
				04-0268							
3	2	2	PA	42-1597	GPS-6S	AC	Performance Comparison	1/22/2024	2/1/2024	2/13/2024	
			WA	53-1007							
4	1	1	MT	30-7075	GPS-6S	AC	Excellent Performance; Other	2/4/2024	6/10/2024	7/23/2024	
5	1	3	TX	48-AA01	SPS-10	AC	Performance Comparison	2/4/2024	4/30/2024	5/21/2024	
				48-AA02							
				48-AA03							
6	1	4	KS	20-0202	SPS-2	JPCP	Performance Comparison; Other	2/15/2024	5/28/2024	7/11/2024	
				20-0203							
				20-0206							
				20-0210							
7	1	3	WA	53-AA01	SPS-10	AC	Performance Comparison; Other	3/5/2024	3/12/2024	4/14/2024	
				53-AA02							
				53-AA03							
8	1	10	MO	29-AA01	SPS-10	AC	Performance Comparison; Other	4/24/2024	7/10/2024	10/29/2024	
				29-AA02							
				29-AA03							
				29-AA61							
				29-AA62							
				29-AA63							
				29-AA64							
				29-AA65							
				29-AA66							
				29-AA67							
9	1	2	MS	28_0805	SPS-08	AC	Performance Comparison; Other	7/23/2024	7/23/2024	2/18/2025	
			28_0806								
10	1	2	CA	06_A805	SPS-08	AC	Performance Comparison; Other	7/24/2024	7/24/2024	3/5/2025	3/25/2025
11	1	2	TX	48_0801	SPS-08	AC	Performance Comparison; Other	11/11/2024	10% done		
12	1	3	NC	06_A805	SPS-08	AC	Performance Comparison; Other	11/11/2024	70% done		
¹ Experiment Type											
GPS-6S = AC Overlay of Milled PCC Pavement Using Conventional or Modified Asphalt Experiment									AC = Asphalt Concrete		
SPS-2 = Strategic Study of Structural Factors for Rigid Pavements Experiment									JPCP = Jointed Plan Concrete Pavement		
SPS-08 = Study of Environmental Effects in the Absence of Heavy Loads											
SPS-10 = Warm Mix Asphalt Overlay of Asphalt Pavement Study											

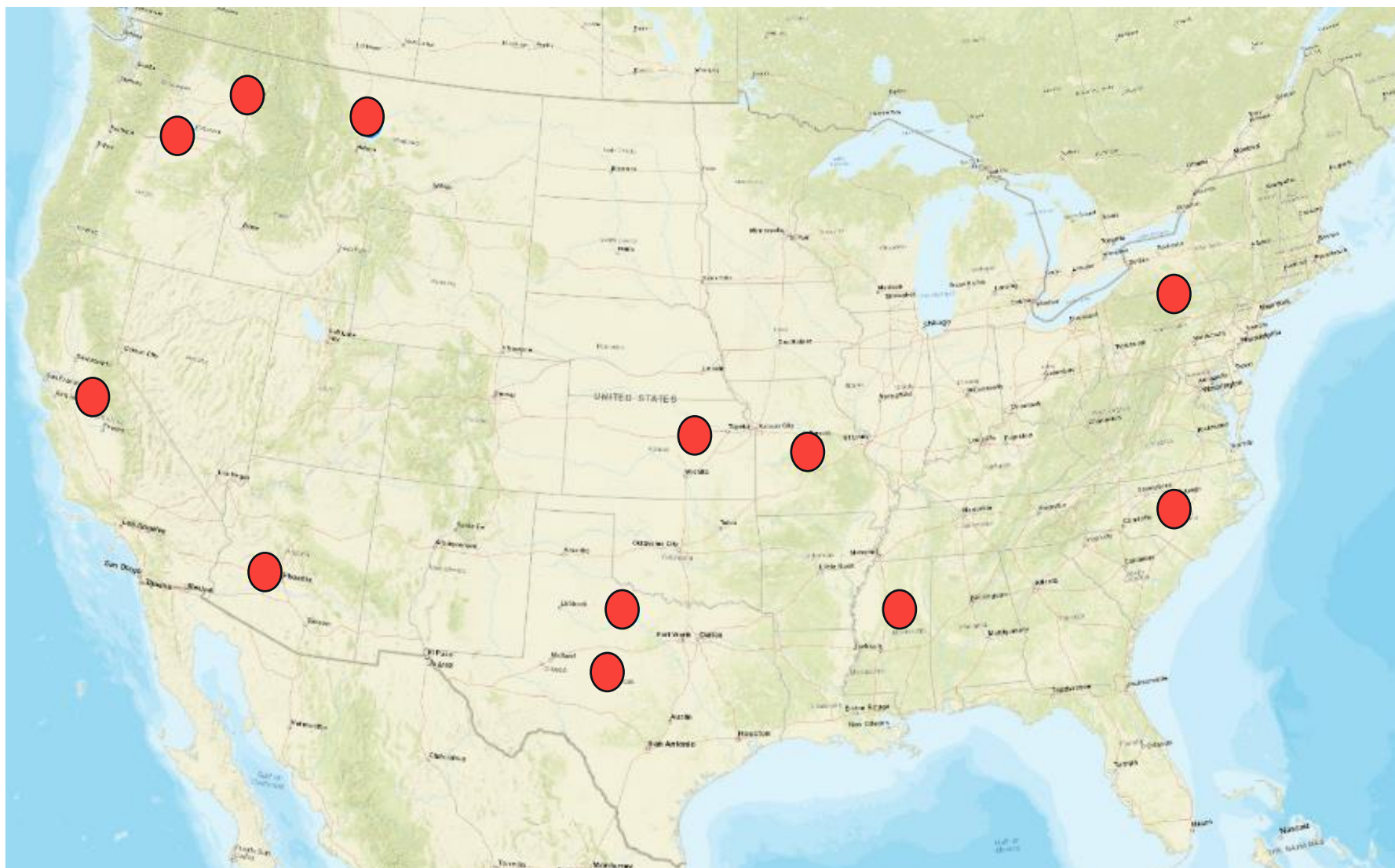


Figure 1. Geographical Location of TPF-5(500) LTPP Test Sections