**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Lead Agency (FHWA or State DOT): Alabama 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 #**  *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)*  TPF-5(228) | | **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:**  Superpave Regional Center, Southeastern Region | | | |
| **Name of Project Manager(s):**  Don Watson and Randy West | **Phone Number:**  (334) 844-7306 | | **E-Mail**  watsode@auburn.edu |
| **Lead Agency Project ID:**  ALDOT Research Project No. 930-763P | **Other Project ID (i.e., contract #):**  224574 | | **Project Start Date:**  April 28, 2010 |
| **Original Project End Date:**  September 30, 2012 | **Current Project End Date:**  September 30, 2012 | | **Number of Extensions:** |

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** |
| $567,129 | $97,703 | 17 |

***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** |
| $107,457 (18.9% of budget) | $9,754 | 67 |

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| **Project Description**:  The Southeastern Superpave Center has been supported by state agencies through a pooled-fund project that has been largely used to provide training, verify ruggedness of equipment, check equipment calibrations, provide materials research, and aid in keeping agency personnel abreast of changes in asphalt technology. In order to continue the efforts in training, technology transfer, and implementable research, it is essential that the pooled-fund effort be continued.  ***NOTE:*** *This pooled-fund project is not limited to states located in the southeast. Agencies throughout the country are invited to participate and take advantage of the research and training opportunities provided by the Southeastern Superpave Center.*  **OBJECTIVES**  Several short-term and long-term objectives of the Southeastern Superpave Center are listed below. Several objectives deal with evaluating recently-developed performance test equipment and conducting research to address materials and tests issues. Objectives of the Center are:   1. Conduct training in regard to Superpave binders, mix design, and performance testing. Provide training on special topics as requested by participating agencies at their on-site locations. 2. Perform research, both cooperatively and agency-specific, sponsored by members of the pooled-fund. 3. Perform precision and bias testing for asphalt-related performance test equipment. 4. Conduct noise studies in an effort to develop quieter pavements. 5. Perform forensic evaluations on materials or projects that have experienced premature distress. 6. Prepare research articles of regional and national interest. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  INVESTIGATION OF MIXTURE PERFORMANCE:  Forensic studies are being conducted on Superpave Base and Leveling courses for one agency. Samples have been received of roadway cores, loose plant mix, and virgin aggregate blends, as well as the asphalt binder and anti-strip additive used on the project. A portion of the samples will be tested for AASHTO T 283 using both 4-inch and 6-inch cores to determine whether the sample diameter makes a significant difference. Hamburg tests will also be compared to TSR results from AASHTO T 283 to evaluate effectiveness of the two procedures for determining moisture susceptibility. A comparison will also be made of performance results of dynamic modulus, flow number, and moisture susceptibility on washed and unwashed coarse aggregate. A series of aggregate tests, including petrographic analysis are also being planned.  MEPDG CLIMATE DATABASE:  A proposal has been approved by one agency todevelop a climate database for future MEPDG input. Researchers are awaiting ALDOT letter of direction for the additional funding.  AGGREGATE FRICTION STUDY:  A proposal has been approved by one agency for determining friction properties of local aggregates using the NCAT Three-Wheel Polishing Device (TWPD). The agency is currently deciding which aggregate sources to include in the study.  HIGH RAP STUDY**:**  Four states have sponsored a study of the use of high RAP proportions in asphalt mixtures. This study has just gotten underway. The RAP proportion will be varied so that the RAP binder will replace 10, 25, and 50 percent of the virgin binder. The study will evaluate whether increasing the effective binder content or using a softer grade binder will be most effective at reducing potential for cracking. |
| **Anticipated work next quarter**:  Work will continue on a forensic study, high RAP study, and for MEPDG climate data. Travel expenses and registration  costs will be reimbursed for agency personnel to attend technical meetings and workshops involving technology  transfer. |

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| **Significant Results:**  No significant results to date. |
| **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 have been encountered to date. |

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| **Potential Implementation:**  The climate data being obtained will be useful for one agency by providing specific climate data that is more compre-  hensive and more accurate than the original data used in the MEPDG development.  The high RAP study will provide information to agencies that will give increased confidence for decision-making in  regard to whether increased RAP proportions can be used without fear of cracking failure. |