

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Date: _____ 3-30-2012 _____

Lead Agency (FHWA or State DOT): _____ Indiana 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.

Transportation Pooled Fund Program Project # <i>(i.e., SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX))</i> TPF-5(021)	Transportation Pooled Fund Program - Report Period: <input checked="" type="checkbox"/> Quarter 1 (January 1 – March 31) <input 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: North Central Superpave Center Base Funding		
Name of Project Manager(s): Tommy Nantung	Phone Number: 765/463-2532 x 248	E-Mail: tnantung@indot.in.gov
Lead Agency Project ID: TPF-5(021)	Other Project ID (i.e., contract #):	Project Start Date: October 1, 2002
Original Project End Date:	Current Project End Date:	Number of Extensions:

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
Continuing		Continuing

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
		25%

Project Description:

The North Central Superpave Center began on July 1, 1995, as one of five regional centers established to assist the states/provinces and industry in the region with the implementation of the Superpave mix design system for hot mix asphalt. The role of the NCSC has evolved to include all general hot mix asphalt issues as states in the region have adopted Superpave. The Center is administered through the Joint Transportation Research Program at Purdue University and is guided by a Steering Committee consisting of representatives of the agencies and industry in the participating states. Progress is reported below in terms of the major areas of activity as directed/approved by the Steering Committee.

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

Progress will be reported in terms of the major activities planned for this project as established by the Steering Committee.

Training: No formal training was planned for this quarter. A date has been set to provide training for the Wisconsin DOT at one district next quarter.

Communication: Routine updates were made to the NCSC website. Approximately 25 requests for information on a variety of topics from around the region and beyond were received and responded to via phone and email. Attempts were made to initiate publication of a new issue of the joint newsletter but confusion over the contract status with Auburn University prevented further development; resolving this confusion and publishing a newsletter is planned for next quarter.

Third Party Lab and Testing Services: Friction testing of various microsurfacing materials for a material supplier was attempted this quarter but there were problems with the material adhering to the backer board; depending on the supplier's wishes, we may make another attempt in the future. Samples of RAP materials were received from two Vermont paving contractors and testing is underway.

Research: Work continued on projects entitled "'Optimizing Laboratory Mixture Design as it Relates to Field Compaction in Order to Improve Hot-Mix Asphalt Durability" and "Investigating the Feasibility of Integrating Pavement Friction and Texture Depth Data in Modeling for INDOT Pavement Management System." The draft final report on "Maximizing the Use of Local Materials in HMA" was submitted for review. The request for a time extension to address Study Advisory Committee comments on "Risk Management of Low Void Content Asphalt Mixtures" is still pending, so no progress has been made. However, a paper based on this project was finalized and submitted to the APT2012 Conference in Davis, CA. Work is underway on Task 2 of *Hot Mix Asphalt Surface Characteristics Related to Ride, Texture, Friction, Noise and Durability* for the Minnesota DOT this quarter.

Technology Transfer: The NCSC staff facilitated the 2012 North Central Asphalt User Producer Group (NCAUPG) Annual Technical Conference, which was held in Indianapolis April 15-16. A presentation on pavement design was made to the Senior Design class at Purdue. Presentations on the use of recycled materials in asphalt pavements were made to the Indiana Mineral Aggregates Association and the Purdue Road School. Two papers based on Quiet Pavements research for the FHWA were presented at TRB, and one was selected as the Harter Rupert Best Paper on Transportation Noise.

Anticipated work next quarter:

Training: Training will be provided in Waukesha, WI, in April.

Communication: The contract status will be resolved with Auburn and a newsletter will be initiated.

Third Party Lab and Testing Services: Third party testing will be completed on the RAP samples and other testing will be performed as needed.

Work will continue as planned on the research projects. New research needs will be identified and proposals prepared as appropriate.

Technology Transfer: The NCSC technical director will chair the meeting of TRB Committee AFK10 on General Issues in

Asphalt Technology in April and the meeting of the Long Term Pavement Performance Expert Task Group on Special Activities in May. She will also participate in meetings of the Association of Asphalt Paving Technologists in April (as incoming president) and ASTM Committee D04 on Road and Paving Materials (as vice chair).

Significant Results:

The draft final report on "Maximizing the Use of Local Materials in HMA" describes a testing and evaluation procedure that could be implemented as a screening tool by INDOT to compare the frictional performance of unknown aggregates or materials that are currently not allowed for use in surface courses. If the new materials can perform comparably to known acceptable aggregates, they could be used on a trial basis in the field. It is anticipated that suppliers who would want to use these materials would pay for the testing.

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).

A small staff and difficulties in finding qualified graduate students interested in asphalt make completion of some of the work quite challenging.

Potential Implementation:

Research results are considered individually for possible implementation by the states as they become available. Some specification changes have already been made based on recent research projects at the NCSC.