

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Kansas 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 # TPF-5(174)	Transportation Pooled Fund Program - Report Period: <input 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 checked="" type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: Construction of Crack-Free Concrete Bridge Decks, Phase II		
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Lead Agency Project ID:	Other Project ID (i.e., contract #):	Project Start Date: July 1, 2008
Original Project End Date: June 30, 2013	Current Project End Date: August 31, 2016	Number of Extensions: 1

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	Total Percentage of Work Completed
\$995,000*	\$477,807.05**	55%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$17,161.11		3%

*\$1,545,000 including KUTRI, BASF, and SFA funds, **\$964,335.73 including KUTRI, BASF, and SFA funds

Project Description:

Cracks in concrete bridge decks provide easy access for water and deicing chemicals that shorten the life of the deck. Both materials increase the effects of freeze-thaw damage, while the deicing chemicals lead to higher concentrations of chlorides, and subsequently, corrosion of reinforcing steel. Measurements taken on bridges in Kansas show that dense, high quality concrete can significantly slow the penetration of chlorides to the level of the reinforcing steel. However, measurements taken at cracks show that the chloride content of the concrete can exceed the corrosion threshold at the level of the reinforcing steel by the end of the first winter. The formation of cracks, thus, significantly lowers the effectiveness of other techniques that are used to increase the life of a deck.

Research, some of which dates back nearly 40 years, has addressed the causes of cracking in bridge decks in North America. The research includes three detailed bridge deck surveys carried out by the University of Kansas since 1993. The results of the studies provide specific guidance on modifications in materials and construction techniques that will reduce the amount of cracking in bridge decks. In spite of this accumulation of knowledge, only a small number of these findings have been used to implement changes in bridge deck design and construction procedures. In specific cases, on-site observations indicate that it is possible to develop nearly crack-free bridge decks, if "best practices" are followed. Even with these few successes, most bridge decks exhibit significant cracking, exposing the reinforcing steel to deicing chemicals and subsequent corrosion and increasing the degree of saturation, which increases the impact of freeze-thaw cycles. The current level of understanding, however, offers strong direction for constructing bridge decks with minimum cracking.

This improved understanding was put to use during the first phase of this study, in which 20 low-cracking, high-performance concrete (LC-HPC) bridge decks, with an equal number of control decks, were planned for construction. The decks involved the use of low cement and water contents, increased air contents, optimized aggregate gradations that produce pumpable, workable, placeable, finishable concrete with cement contents as low as 535 lb per cubic yard, temperature control during placement, limited finishing, and early curing. The study was successful in identifying low-cracking portland cement concrete mixtures. Several additional approaches, however, have been identified that have the potential to increase the benefits of the project, including using mineral admixtures, new sources of aggregate, and new approaches to finishing. These approaches could not be fully exploited in Phase I. Data indicates that, when coupled with internal curing (provided by fully or partially saturated KsDOT approved limestone with 2½ - 3% absorption), using blast furnace slag as a replacement for portland cement can reduce drying shrinkage by an additional 40%. Two other mineral admixtures, fly ash and silica fume (microsilica), are also under investigation, although with less advantageous results. They will continue to be evaluated, however, because of their widespread use and the desire to construct decks with minimum permeability (achieved using silica fume) and environmentally beneficial waste materials (fly ash). The new mixtures must be investigated for their shrinkage and freeze-thaw properties, as well as construction qualities, especially the ability to use pumps to place the new mixtures. Optimum procedures for concrete placement and fogging will continue to be areas of special emphasis. Finishing techniques have been restricted in the current study. Additional work is necessary to determine if some of the restrictions (principally on the placement and finishing equipment) may be lifted.

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

TASK 1: Update plans to construct bridge decks with minimum cracking by incorporating "best practices" dealing with materials, construction procedures, and structural design. This step involves improving techniques in use in Phase I and meeting with department of transportation personnel from multiple states, as well as other experts, to select the procedures to be used and the bridge types to which they will be applied.

This task was largely completed during the Annual Meeting of Pooled Fund Sponsors held in Kansas City, MO at the Kansas City Airport Hilton on July 24, 2008, as well as in meetings with KDOT officials as reported in the report for the 1st quarter of 2009. This task will remain open until the end of the project to allow for slight modifications to LC-HPC bridge deck specifications and additional LC-HPC bridge deck construction as warranted.

90% COMPLETE

TASK 2: Perform laboratory work to evaluate the effects of slag cement, fly ash, silica fume, shrinkage reducing admixtures, and internal curing on the performance of concrete mixtures for use on LC-HPC decks.

Mixtures with varying amounts of a new shrinkage reducing admixture (SRA) powder known as PREVent-C are being analyzed for shrinkage, scaling, freeze-thaw performance, strength, and air void properties in hardened concrete. Mixtures containing PREVent-C and air contents below the LC-HPC specification requirement (< 7%) with Micro Air are

being tested for scaling and freeze-thaw performance. Mixtures with 20 and 40% volume replacements of cement with Type C and F fly ashes along with a 10% volume replacement of total aggregate with lightweight aggregate are currently being completed for subsequent tests of shrinkage, scaling, freeze-thaw performance, strength, and air void properties in hardened concrete to examine the effects of internal curing on fly ash mixtures. Settlement cracking tests are in the preliminary stages in an effort to better understand the mechanisms of settlement cracking.

75% COMPLETE

TASK 3: Work with state DOTs, designers, contractors, inspectors, and material suppliers to modify designs, specifications, contracting procedures, construction techniques, and materials to obtain decks exhibiting minimal cracking.

This task was largely completed during the Annual Meeting of Pooled Fund Sponsors held in Kansas City, MO at the Kansas City Airport Hilton on July 23, 2009, as well as in meetings with KDOT officials as reported in the report for the 1st quarter of 2009. This task will remain open until the end of the project to allow for slight modification to LC-HPC bridge deck specifications, construction methods and materials as warranted.

90% COMPLETE

TASK 4: Select and schedule bridges to be constructed using “best practices,” and pre-qualify designers and contractors in application of the techniques. To date, 14 bridges in Kansas, two in South Dakota, one in Minnesota, and one in Missouri have been identified for construction. Twenty additional bridges are proposed for Phase II. Researchers from the University of Kansas and state DOT personnel will work closely with designers and contractors to achieve the desired results. Pre-qualification of designers and contractors includes the presentation of workshops sponsored by the University of Kansas to help educate and train engineers in implementing the “best-practices” identified in Tasks 1 and 3.

To date for Phase II, 4 LC-HPC bridge decks have been constructed in Minnesota, 3 LC-HPC bridge decks have been constructed in Kansas, with the 3rd Kansas LC-HPC bridge deck completed on September 28, 2011. Details on the construction of the first two bridge decks can be found in the 4th Quarter report for 2010. Details on the 3rd deck can be found in the 3rd Quarter report for 2011.

This task remains open until the end of the project to allow for additional LC-HPC bridge construction as requested.

75% COMPLETE

TASK 5: Perform detailed crack surveys on the bridge decks one year, two years, and three years after construction. The surveys are performed using techniques developed at the University of Kansas that involve identifying and measuring all cracks visible on the upper surface of the bridge deck. The majority of the early surveys will be done by the University of Kansas. As the project progresses, teams outside of the State of Kansas will be trained in the survey techniques. Three teams in South Dakota have been trained to date.

The annual crack surveys for LC-HPC bridges and corresponding control bridges in Kansas were completed in the previous quarter. In general, all decks had increased cracking compared to last year’s surveys. Crack densities for control decks were found to be higher than those observed for the LC-HPC bridge decks. Detailed results were presented at the annual meeting this past July.

75% COMPLETE

TASK 6: Correlate the cracking measured in Task 5 with environmental and site conditions, construction techniques, design specifications, and material properties and compare with earlier data. Similar data from participating states, where it exists, will be incorporated in the analysis. Actual costs and future cost estimates will be compared with potential benefits.

The correlation of cracking with the factors listed above is completed at the end of each annual crack survey. Results of the cracking analysis are presented at each Annual Meeting of Pooled Fund participants. The latest results were presented at the annual meeting that was held on July 19th, 2012 at the Kansas City Airport Hilton, which was described in the 3rd quarter report for 2012.

75% COMPLETE

TASK 7: Document the results of the study. A final report will be prepared and disseminated to participating

states regarding the findings of Tasks 1-6.

This task is scheduled to begin in Fall 2012.

0% COMPLETE

TASK 8: Update the training program developed (and currently being presented) in Phase I to assist the participating states in implementing the findings of the study. The program consists of workshops to be held at the representative state DOT offices. These workshops are individually coordinated with each participating DOT. A technical committee, structured with one representative from each state providing funds, will oversee the project. A meeting of the committee will be held each year, as has been done for Phase I. The first meeting is scheduled for July 24, 2008.

Information was disseminated at the annual meeting on July 19th, 2012 at the Kansas City Airport Hilton. Meeting CDs were sent to all representatives.

75% COMPLETE

Anticipated work next quarter:

Mixes with 20 and 40% replacements of cement by volume with Type C and F fly ash along with a 10% replacement of total aggregate by volume with lightweight aggregate will be tested for shrinkage, scaling, freeze-thaw performance, strength, and air void properties in the hardened concrete. Two methods of lightweight aggregate saturation, vacuum saturation and soaking, will be tested to compare concrete performance with varying lightweight aggregate moisture contents. The later is of interest because, while vacuum saturation is used in the field, simply soaking lightweight aggregate is the preference of many suppliers. Both intermediate and fine-sized lightweight aggregates will be tested. Mixes with 10% replacement of total aggregate by volume with lightweight aggregate and varying dosages of shrinkage reducing admixture (0.5, 1.0, and 2.0% by weight of cement) will be tested for shrinkage, scaling, freeze-thaw performance, strength, and air void properties in the hardened concrete. Mixes with varying amounts of the shrinkage reducing admixture powder, PREVent-C, and fly ash will also be tested for shrinkage, scaling, freeze-thaw performance, strength, and void properties. Settlement cracking test procedures will be developed to examine the mechanisms that lead to settlement cracking.

Significant Results this quarter:

LABORATORY RESULTS:

Concrete mixtures with varying dosages of the PREVent-C (0, 2.5%, 5%, and 7.5% by weight of cement) are undergoing free shrinkage testing. All concrete mixtures with PREVent-C are performing better than the comparable control mixtures. Higher dosages of PREVent-C in concrete mixtures have lower shrinkage. After approximately 80 drying days, mixtures with 2.5%, 5% and 7.5% of PREVent-C by weight of cement have approximately 50, 80 and 110 less microstrain shrinkage than a comparable control mix. For a set of repeated concrete mixtures with 2.5%, 5% and 7.5% of PREVent-C dosage by weight of cement, approximately 160, 180 and 210 less microstrain shrinkage than comparable control mix was observed at 50 drying days.

Mixtures containing varying dosages of PREVent-C (0, 2.5%, 5%, and 7.5% by weight of cement) have been tested for scaling and freeze-thaw performance. Each mixture in the tests maintained a scaling mass loss below the failure limit of the scaling test. Mixtures with 5% PREVent-C and 8% air content, 0% PREVent-C and 8.5% air content, and 2.5% PREVent-C and 8.75% air content maintained low scaling mass loss through 56 freeze-thaw cycles. A mixture with 7.5% PREVent-C and 8% air content has maintained low mass loss through 35 freeze-thaw cycles. Through 21 freeze-thaw cycles, low mass loss has been observed for a mixture with 5% PREVent-C and 9% air content. Mixtures with air contents below the LC-HPC specification requirement have also maintained low mass loss through freeze-thaw cycles. A mixture with 5% PREVent-C and 7% air content maintained low scaling mass loss through 56 freeze-thaw cycles. Mixtures with 2.5% PREVent-C and 7% air content and 5% PREVent-C and 4.75% air content has maintained low mass loss through 35 freeze-thaw cycles. A mixture with 2.5% PREVent-C and 7% air content has maintained low mass loss through 21 freeze-thaw cycles.

All mixtures containing PREVent-C have maintained at least 95% of their initial dynamic modulus during freeze-thaw performance testing. A mixture with 5% PREVent-C and 7% air content has maintained at least 95% of its initial dynamic modulus through completion of the test (300 cycles). A mixture with 5% PREVent-C and an air content of 4.75%, which is below the required LC-HPC air content specification, has also maintained at least 95% of its initial dynamic modulus through 115 cycles. A mixture with 2.5% PREVent-C and 8.75% air content also maintained at least 95% of its initial dynamic modulus through 290 cycles.

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).

Nothing to report.