TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Date: June 30, 2016

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.e. SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* ***TPF 5-253***	**Transportation Pooled Fund Program - Report Period:** ☐Quarter 1 (January 1 – March 31) X Quarter 2 (April 1 – June 30) ☐Quarter 3 (July 1 – September 30) ☐Quarter 4 (October 1 – December 31)

Project Title: **Evaluation of Member Level Redundancy in Built-up Steel Members**		
Name of Project Manager(s): **Tommy E. Nantung**	**Phone Number:** **(765) 463-1521 ext. 248**	**E-Mail** tnantung@indot.in.gov
Lead Agency Project ID:	**Other Project ID (i.e., contract #):**	**Project Start Date:** 9/1/2011
Original Project End Date: 8/31/2014	**Current Project End Date:** 7/31/2016	**Number of Extensions:** One

Project schedule status:

☐ On schedule X 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
$700,000	**$546,272**	**92%**

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$17,772	**2.5 %**	**100%**

Project description:

The objective of this research project is to quantify the redundancy possessed by built-up members. For example, a riveted built-up member will not typically "fail" if one of the components fractures. However, there is very little experimental data which is available to quantify the remaining fatigue life or strength of a member in which one of the components has failed. Furthermore, if built-up members are located in bridges classified as fracture critical, when significant member redundancy can be shown the bridge may not need to be classified as FC. However, doing so would release these members from the more rigorous arms-length inspection currently required. As a result, should a component fail, it may go undetected for an extended interval. Thus, a portion of the project is devoted to setting rational inspection intervals for these members. Lastly, the advantages of using built-up members fabricated with HPS components fastened using HS bolts in new construction will also be explored.

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

- Revised Proposed AASHTO-ready specification language and commentary for implementing the results of the research into AASHTO MBE.
- Continued FEA parametric studies associated with axial tension members to refine the experimental test matrix.
- Fabricated prototype axial test specimen
- Scheduled meeting to be held in August of 2016 in Philadelphia in conjunction with AASHTO T-14 and T-18, and F annual meeting to present proposed specifications to stakeholders to move implementation forward for flexural members.

Anticipated work next quarter:

- Continue working on parametric studies associated with axial members.
- Test prototype axial test specimen.
- Meet in Philadelphia to present results on proposed specifications for evaluation of internal redundancy of membe subjected to flexure.

Significant results:

During the past quarter, the major steps forward included:

1. Preparation of the proposed specification and commentary for designing and evaluating built-up members subjected to flexure.
2. Design of the prototype axial test specimens

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, with recommended solutions to those problems).

Potential Implementation:

Working with T-18 to develop specification language for implementation of results into MBE for riveted members subjected to flexure. Draft AASHTO-ready specification language has been prepared and will be submitted for AASHTO for review.