

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Date: _____ 1-4-2018 _____

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 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: 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

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 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: A two-day training course on Asphalt Pavement Construction was developed and provided to the Indiana Department of Transportation in December. The NCSC was contacted about providing more Superpave training to Manitoba Infrastructure; this will be done sometime in late winter-early spring in Winnipeg.

Communication: Information requests are processed as they arrive; about 20-25 per month are received. Some website glitches persist after the server for the NCSC website and hosted sites (Multi-Regional Training and Certification Group (M-TRAC) and Combined State Binder Group (CSBG) was somehow "compromised" but most have been resolved; work continues on finding and fixing the few remaining issues. Published reports have now been downloaded from the Joint Transportation Research Program website almost 10,000 times.

Third Party Lab and Testing Services: Work continued on proficiency testing and maintenance of AMRL accreditation records. Samples for proficiency testing were tested last quarter and the internal binder testing audit was completed.

Research:

Work continued on the study *Tack Coat Installation Performance Guidelines*. A nine-month time extension was approved to allow the addition of some new test sections using additional materials/methods. The draft final report is being prepared while some remaining testing is underway.

Testing was completed on an industry-supported project on *Determining the Fiber Content in Crack Sealing*. The basis of a test method was presented to the ASTM subcommittee on joint sealants, which expressed interest in developing an ASTM standard. A report and draft test method is being written.

Work continued on *Development of a Friction Performance Test for Compacted Asphalt Mixtures*. Proof of concept testing is underway and looks promising. Samples of gyratory pills, roadway cores and loose mix have been obtained from several construction projects for testing this winter.

Testing of RAP samples for *Investigation of Delta T_c for Implementation in Indiana* continued based on the Study Advisory Committee recommendations. Seven virgin binders have been tested after 20-hr and 40-hr PAV aging. One source of shingles has been obtained for testing.

Survey responses and the literature review have been analyzed for *Best Practices for Patching Composite Pavements*. The results of the survey and kit review were written up in an interim report at the end of the quarter. Contact was made with an INDOT engineer who will be working on this issue regarding collaborating.

A new project, *Real Life Experiences with Major Pavement Types*, was approved. A study kick-off meeting will be scheduled for January or February.

An expression of interest in conducting an NCHRP Synthesis study on asphalt pavement lift thicknesses was submitted and the NCSC was selected to perform the study. Contract negotiations are underway.

An NCHRP proposal was prepared and submitted last quarter. We have not yet heard about the award.

Technology Transfer: The Technical Director gave two presentations at the Missouri Asphalt Conference in November.

Anticipated work next quarter:

Training: Training will be developed and provided for Manitoba Infrastructure according to their scheduling of the class.

Communication: Updates to the NCSC and NCAUPG websites will be posted. Information requests will be answered as received.

Third Party Lab and Testing Services: The NCSC staff is still awaiting the establishment of a recharge center for billing this type of testing; it is hoped that this will be finalized next quarter. Work will continue on maintaining the AMRL accreditation.

Research: Work will continue as planned on the research projects. New research needs will be identified and proposals prepared as appropriate. Work is beginning on a proposal for a new NCHRP study.

Technology Transfer: The NCSC staff will attempt to schedule state visits throughout the region to learn of their top issues regarding asphalt mixtures and pavements and to reacquaint DOT staff with the Superpave Center and its resources. Based on the findings, proposals for pooled fund research and/or funding requests will be developed. A third regional forum will be scheduled.

Significant Results:

Readership reports for the published research reports show that they have been downloaded nearly 10,000 times.

An increase in third party testing requests demonstrates the value of AMRL accreditation of the lab and represents an increasing funding source.

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).

Delays in getting access to the folders for our websites have hampered updating the sites but are beyond our control; we hope to gain access early in the next quarter. Delays in getting the recharge center established have slowed billing for testing work completed in the last two years, which is inconvenient for our customers.

Potential Implementation:

Research results are considered individually for possible implementation by the states as they become available. There is great interest across the country in the study on optimizing compaction and on past recycling research, which is leading to numerous speaking engagements, which serve to spread the results to a broader audience. INDOT is constructing another trial of so-called Superpave5 based on a completed project and is pursuing reinstating an asphalt warranty program based on results of another.