

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Date: _____ 9-4-2018 _____

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 checked="" 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

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: No training is currently planned.

Communication: Information requests are processed as they arrive; about 20-25 per month are received. Some website glitches NCSC website and hosted sites (Multi-Regional Training and Certification Group (M-TRAC) and Combined State Binder Group (CSBG) have all been resolved. Published reports have now been downloaded from the Joint Transportation Research Program website over 10,700 times.

Third Party Lab and Testing Services: Work continued on proficiency testing and maintenance of AMRL accreditation records. The AASHTO Resource lab inspection was completed. Samples for third party tack coat bond strength and ITM 221 (friction) testing were received and testing completed. Samples for dynamic modulus testing were received from Penn State University; their equipment broke near the end of a research project. The Nova Scotia Transportation ministry requested a review of their Superpave asphalt specifications and tests.

Research:

Work continued on the study *Tack Coat Installation Performance Guidelines*. Testing was completed and data analysis is underway. The draft final report will be completed in July.

Work continued on *Development of a Friction Performance Test for Compacted Asphalt Mixtures*. Testing was completed and the draft final report will be submitted next quarter.

Testing continued for *Investigation of Delta T_c for Implementation in Indiana* and data analysis is underway. The draft final report will be completed next quarter or early in the following quarter.

A time extension was requested for *Best Practices for Patching Composite Pavements* to allow time to collaborate with an INDOT engineer who will be working on this issue. The Study Advisory Committee approved the request, which was forwarded through the appropriate channels.

Work on *Real Life Experiences with Major Pavement Types* was initiated. A literature review to identify possible analysis techniques, data elements needed for life cycle cost analysis and other background information began. Past JTRP research reports and the Indiana LTPP sites were reviewed to see if any previously studied test sites could be used in this study.

Work continued on an NCHRP Synthesis study on asphalt pavement lift thicknesses. Survey responses were received from 45 states, five provinces and 62 industry representatives. The first draft report was submitted. A panel meeting to review the report will be held early next quarter.

Technology Transfer: The Technical Director participated in the meeting of the TRB committee on Critical and Emerging Issues in Asphalt Technology. She gave a presentation on research at the NCSC at ASCE Indiana Section Annual Meeting. And she represented the region at ASTM International's Committee on Road and Paving Materials.

Anticipated work next quarter:

Training: Training will be developed and provided as requested.

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

Third Party Lab and Testing Services: Work will continue on maintaining the AMRL accreditation and third party testing as requested.

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

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 over 10,700 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 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.