

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Wisconsin 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(432)		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 checked="" type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: Bridge Element Deterioration for Midwest States			
Name of Project Manager(s): William Oliva, P.E., Wisconsin DOT (Lead Agency) Jonathan Groeger (Wood, performing organization)	Phone Number: 608-266-0075 301-210-5105 x19	E-Mail William.Oliva@dot.wi.gov Jonathan.Groeger@woodplc.com	
Lead Agency Project ID: 0092-19-40	Other Project ID (i.e., contract #): N/A	Project Start Date: December 3, 2019	
Original Project End Date: December 2, 2021	Current Project End Date: December 2, 2021	Number of Extensions: 0	

Project schedule status:

X 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
\$399,317.00	\$141,377.59	35%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
\$21,972.59 / 6%	\$27,972.59	38%

Project Description:

Scope

The objective of this pooled fund research is to have multiple Midwest DOTs pool resources and historic Midwest DOT bridge data related to element-level deterioration, operation practices, maintenance activities, and historic design/construction details. This data will provide the basis for research to determine bridge deterioration curves. A select number of deterioration curves will provide needed utility for the time-dependent deterioration of bridge elements to be used in making estimates of future conditions and work actions. This effort will pool data and through the analysis and research processes create results that will improve the accuracy of various bridge management and asset management applications that the member DOTs use (AASHTO BrM, Agile Assets, and others).

This study is sequenced into three tiers based on the priorities of the DOTs:

Tier 1 National Bridge Elements (NBE) & National Bridge Inventory (NBI) Components:

- Develop element-level deterioration curves for Reinforced Concrete Deck.
- Develop element-level deterioration curves for Reinforced Concrete Slab.
- Develop deterioration curves for NBI component items (i.e. bridge deck, superstructure, and substructure).
- Develop element-level deterioration curves for Reinforced Concrete Deck after a major preservation activity such as mill and overlay with the rigid concrete wearing course.
- Develop predicted improvement in the condition of Reinforced Concrete Deck element after a major preservation activity such as mill and overlay.
- In addition to probabilistic deterioration curves, also develop select deterministic deterioration curves.

Tier 2 Bridge Management Elements (BME) & Remaining NBE Elements

- Develop element-level deterioration curves for each type of wearing surface (bare concrete, sealed concrete, thin polymer overlay, Polyester Polymer Concrete (PPC) overlay, ridged concrete overlay, Polymer Modified Asphalt overlay, and asphalt overlay with membrane).
- Develop element-level deterioration curves for Strip Seal Deck Joints and Modular Deck Joints.
- Determine defect-level deterioration curves that describe defect development and progression (e.g., cracking and delamination).
- Develop deterioration curves for Paint system (protective steel) effectiveness.
- Develop defect-level deterioration curves for Steel Girder corrosion, and correlate to Paint system effectiveness; specifically, how long from new paint to 75% and 50% effective and end of life.
- Develop element-level deterioration curves for substructure elements in harsh environments (e.g., pier caps under expansion joints, pier columns in spray zone from snow plows, etc.).

Tier 3 Similar Agency Defined Elements (ADE) & Inspection Related

- Identify Agency Defined Elements (ADE) that would be of use for other Midwest DOTs to consider adopting.
- Determine what type of inspection information related to Nondestructive Evaluation (NDE) Midwest DOTs have and how it is used that translates into information on element level defects (Ground Penetrating Radar (GPR), Infrared Thermograph, or other).
- Provide a summary of policy, guidance, and practices that Midwest DOTs employ to relate NDE results to defect reporting (to describe delamination and deterioration) and how DOTs use NDE to make quantifiable inspection and actionable work actions for concrete bridge decks.

Expected Findings and Benefits

The project will deliver the following items:

- Literature review which will detail the current state of the practice for bridge deterioration modeling and will include the literature review, a survey, and targeted interviews.
- Data screening procedure. This will allow participating States to help understand the validity of their data and its pros and opportunities for improvement.
- A populated and documented open source database and analysis engine which the States can use to explore and model their data or data from other States in an easy to use interface.
- Tier 1 models.
- Tier 2 models.
- Tier 3 information.

Overall the main thrust of this project is to produce deterioration models to fuel the analysis of bridge performance for selected items.

The activities, tools, practices, policies or methods in partner States that would be impacted by the research findings include:

- Bridge management practices and policies.
- Deterioration modeling of bridge components.
- Deterioration modeling processes which can be applied to other element level bridge components.
- Development of defensible system performance targets.
- Development of bridge work plans.
- Performance of risk analysis to determine which bridges are more at risk from a condition standpoint.
- This project will provide participating States strengths and opportunities for improvement in their data collection policies, procedures, and methods.

The primary benefit of this project to the participating States is the ability to plug the resultant models into their asset management systems and immediately begin to use the data to make better, data-driven decisions. A secondary benefit of this project is the provision of the online database and analysis engine that will be designed for the participating States to run their own analysis at the NBI level or NBE level using their State's data, a portion of the participating States' data, national data, or some other permutation. This will empower the participating States to explore the data and come up with deterioration models as new data are available or new analysis concepts are uncovered.

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

Task 1 – Project Management

A progress report was issued and the project was managed. We held monthly status calls with the participating States.

This task is 38% complete. No problems have been encountered to-date.

Task 2 – Literature Review

The project team received the participating States' comments on the literature review and revised the report based on these comments. After a subsequent follow-up review by the participating States, this was accepted as final.

This task is 100% complete.

Task 3 – Data Collection

We concluded the data collection phase of the project. This item is on the critical path and is very important to the success of the project. The data collection portion of the project included a request for nine data items and pieces of information from the twelve participating State Departments of Transportation (DOTs), the management and review of data and documents received from each State DOT, the retrieval and processing of additional bridge data from the FHWA website (InfoBridge), and the formatting of the different databases into a consistent data format.

The States continue to perform a review of the data. As of this time, most of the States have reviewed their data and found it acceptable. There is follow-up occurring with two States to add data. Some States have not reviewed their data for various reasons and the project team continues to follow up with them to access and review the data.

This task is 99% complete. No problems have been encountered to-date.

Task 4 – Develop Data Screening Procedure

The project team developed a data screening memorandum. The memorandum was reviewed by the participating States and several comments were received. The project team addressed the comments and provided a revised version to the participating States. This memorandum is under final review by the participating States.

This task is 95% complete.

Task 5 – Develop Data Management Policy

The project team developed a draft data management framework presentation which was presented and discussed with the States during the monthly call. This framework laid out the general contents of the data management framework. The project team is waiting on the conclusion of tasks 3 and 4 before continuing with this task.

This task is 20% complete.

Task 6 – Develop Tier 1 Deterioration Curves

No work was conducted on this task during the reporting period. This task is 0% complete.

Task 7 – Develop Tier 2 Deterioration Curves

No work was conducted on this task during the reporting period. This task is 0% complete.

Task 8 – Develop Tier 3 Inputs

No work was conducted on this task during the reporting period. This task is 0% complete.

Task 9 – Final Project Deliverables

No work was conducted on this task during the reporting period. This task is 0% complete.

Anticipated Work Next Quarter:**Task 1 – Project Management**

We will issue a progress report and invoice. We will continue the monthly status calls with the participating States on the third Friday of every month. Keeping all States informed of progress and discussing key technical issues is a critical step in the success of this project.

Task 2 – Literature Review

The literature review task is completed.

Task 3 – Data Collection

The data collection process will be completed after a final review by the TPF TAC.

Task 4 – Develop Data Screening Procedure

Once the screening procedure is agreed to and approved in writing we will implement it in the database we have developed for the project. This will be a critical output of the project.

Task 5 – Develop Data Management Policy

We will provide a draft data management policy document to the TPF TAC.

We have tentatively scheduled the meeting with the panel after Task 5 as a virtual event due to COVID. This will be scheduled once TPF-TAC has reviewed and approved Task 3, Task 4, and Task 5, likely in December 2020.

Task 6 – Develop Tier 1 Deterioration Curves

Work may begin on the Tier 1 deterioration curves after formal written approval is provided to proceed late in the next quarter.

Task 7 – Develop Tier 2 Deterioration Curves

No work is anticipated on this task during the reporting quarter.

Task 8 – Develop Tier 3 Inputs

No work is anticipated on this task during the reporting quarter.

Task 9 – Final Project Deliverables

No work is anticipated on this task during the reporting quarter.

Significant Results:

There have been no significant results except for the fact that we are very close to having a fully populated data analysis database, a significant and critical aspect of this project.

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).

Due to extended review cycles by the States, the project is beginning to fall behind schedule. These reviews are a necessary part of the project as obtaining a dataset with which to perform the analysis that is complete is considered critical to the project. The project team will work with the participating States as necessary to assist with these reviews. The project team believes this will not impact the overall schedule at this time.

Potential Implementation:

There are no potential implementation activities identified but multiple are expected by the time the project is completed.

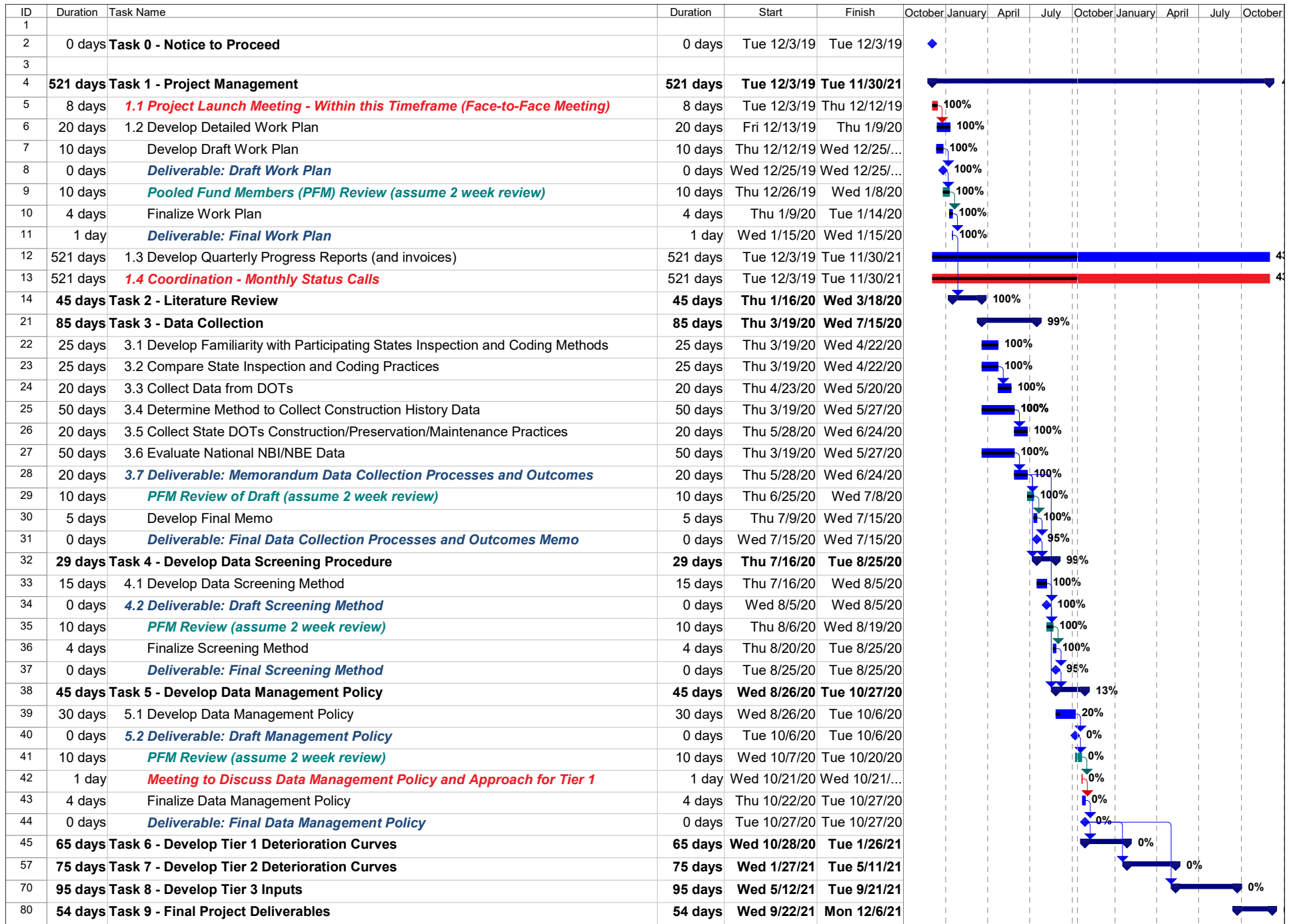


Figure 1. Project schedule.