

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): IOWA 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(139)	Transportation Pooled Fund Program - Report Period: Quarter 1 (January 1 – March 31), 2012 <input checked="" type="checkbox"/> Quarter 2 (April 1 – June 30), 2012 <input type="checkbox"/> Quarter 3 (July 1 – September 30), 2012 <input type="checkbox"/> Quarter 4 (October 4 – December 31), 2012	
Project Title: Implementation of Concrete Pavement Preservation and PCC Surface Characteristics: Tire Pavement Noise Program		
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Lead Agency Project ID: RT 215	Other Project ID (i.e., contract #): Addendum 286	Project Start Date: 1/1/07
Original Project End Date: 12/31/10	Current Project End Date: 12/31/12	Number of Extensions: Pooled fund project; incremental

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
\$705,000	\$584,156.89	94%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$7,679.26		1%

Project Description:

One of the most pressing issues to the Portland Cement Concrete Pavement industry is the surface characteristic issue. Surface characteristics are defined as those properties of pavement that affect the smoothness, friction, noise, drainage, splash and spray, rolling resistance, and reflectance of the pavement. Although all of these are important, it is the noise issue that has recently begun to significantly affect the U.S. pavement community.

This project is the third in a series of initiatives. In Part 1, ISU and FHWA developed the long term research plan and as well as the documents required to build innovative test sections. Part 2 is 98% completed and consists of the collecting and organization of texture and noise data from over 900 different pavement sections.

The purpose of Part 3 is to fully implement the PCC Surface Characteristics program and 3 will consist of four major objectives:

- Continue comprehensive data collection on new and existing pavements started in 2005 under the Type 1 and Type 2 experiments, through the end of 2009 for time/history data.
- Analyze the data to identify clear relationships between texture, noise, friction, etc.
- Develop and evaluate construction specifications of conventional texture techniques including grinding.
- Develop and evaluate innovative construction techniques that have the potential to significantly reduce noise.

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

- Tech Brief: How to Reduce Tire-Pavement Noise: Better Practices for Constructing and Texturing Concrete Pavement Surfaces.
- Continued working on final summary report.

Anticipated work next quarter:

- Continue Tech Transfer workshops for other pooled fund states
- Continue conducting an implementation program for senior DOT senior management.
- Revise and complete the final How To Guide

Significant Results: See CP Tech Center website for tech briefs regarding this project.

<http://www.cptechcenter.org/projects/surface-characteristics/index.cfm>