**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Lead Agency (FHWA or State DOT): Minnesota Department of Transportation

**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.*

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| **Transportation Pooled Fund Program Project #**  *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)*  TPF-5(149) | | **Transportation Pooled Fund Program - Report Period:**  □Quarter 1 (January 1 – March 31)  □Quarter 2 (April 1 – June 30)  □Quarter 3 (July 1 – September 30)  C:\Program Files\Microsoft Office\MEDIA\OFFICE14\Bullets\BD21301_.gif□Quarter 4 (October 1 – December 31) | |
| **Project Title:**  Design and Construction Guidelines for Thermally Insulated Concrete Pavements | | | |
| **Name of Project Manager(s):**  Tim Clyne | **Phone Number:**  651-366-5473 | | **E-Mail**  [tim.clyne@state.mn.us](mailto:tim.clyne@state.mn.us) |
| **Lead Agency Project ID:**  Contract 89261 | **Other Project ID (i.e., contract #):**  WO # 90 | | **Project Start Date:**  1/30/08 |
| **Original Project End Date:**  1/31/11 | **Current Project End Date:**  1/31/13 | | **Number of Extensions:**  3 |

Project schedule status:

C:\Program Files\Microsoft Office\MEDIA\OFFICE14\Bullets\BD21301_.gif□ On schedule □ On revised schedule □ Ahead of schedule □ Behind schedule

Overall Project Statistics:

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| **Total Project Budget** | **Total Cost to Date for Project** | **Percentage of Work**  **Completed to Date** |
| $455,000 ($439k research, $16k admin) | $438,980 (+ 4 TAP meetings)  All Tasks are complete | 100% |

***Quarterly*** Project Statistics:

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| **Total Project Expenses**  **and Percentage This Quarter** | **Total Amount of Funds**  **Expended This Quarter** | **Total Percentage of**  **Time Used to Date** |
| 0 | $28,534 | 100% |

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| **Project Description**:  The research proposed in this pooled fund study aims to develop effective design and construction guidelines for TICPs. The study will focus on the initial questions of life cycle analysis, the effects performance of climate region, pavement design (interaction of concrete and asphalt thicknesses), materials properties for the asphalt and concrete materials and design details such as joint spacing, dowels and joint support. This investigation will determine an initial set of pavement structures that provide the best performance with respect to performance, constructability and cost-efficiency. The investigation will use a review of the literature, extensive mechanistic analysis combined with measured field properties and available information from field and accelerated pavement testing performance to determine the optimized set of pavement structures.    The main objective of the proposed research is to perform life cycle cost analysis comparisons and develop design and construction guidelines for TICPs (i.e. composite thin HMA overlays of new or structurally sound existing PCC pavements). The study also has the following secondary objectives:     1. Validation of the structural and climatic models of the Mechanistic-Empirical Pavement Design Guide (MEPDG) for asphalt overlays of concrete pavements. 2. Investigation of applicability of the MEPDG for design of TICPs. 3. Investigation of applicability of reflection cracking and asphalt rutting models developed in California. 4. Development of recommendations for feasibility analysis of newly constructed TICPs or thin overlays of the existing concrete pavements.     These objectives will be accomplished by collecting field performance data and evaluating the influence of design, material properties and construction on the performance of TICPs. |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  Task 7 (Composite Pavement Synthesis) was finalized during this quarter. The research team addressed comments on the Synthesis provided by the TAP and submitted the final version for publication in October 2012.  Task 9 (Final Report) was also finalized during this quarter. The research team addressed comments on the final report provided by the TAP and submitted the final version for publication in November 2012. |
| **Anticipated work next quarter**:  None. This project is complete. |

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| **Significant Results:**  A number of important observations have been made on functionality of the Mechanistic Empirical Pavement Design Guide (MEPDG), and several improvements have been developed. These include:   * Improvements to the Enhanced Integrated Climate Model (EICM), mainly due to climate input files * Development of 2-moduli approach for asphalt material response * Updates to the concrete fatigue cracking model * Identification of parameters that would make composite pavements competitive with conventional pavements from the standpoints of cost-competitiveness and pavement performance * Synthesis provides comprehensive information on the design and construction of AC/PCC composite pavements, both new and rehabilitated pavements.   Several student theses and publications have resulted from the project work – two of these publications received awards from TRB. |
| **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).** |

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| **Potential Implementation:**  MnDOT, participating states, and FHWA will have a tool at their disposal to both design and construct composite pavements, which are a potential long-life, low-maintenance pavement for our road networks.    The Synthesis, as well as other portions of the project, will provide guidelines for:   * reducing reflective cracking in the asphalt overlay * considering traffic control during TICP construction * ways to lower the costs of composite pavements through staged construction, material selection, and preventive maintenance |