

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(183)	Transportation Pooled Fund Program - Report Period: Quarter 1 (January 1 – March 31, 2019) Quarter 2 (April 1 – June 30, 2019) Quarter 3 (July 1 – September 30, 2019) XQuarter 4 (October 1 – December 31, 2019)	
Project Title: Improving the Foundation Layers for Concrete Pavement		
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Project Investigator: Peter Taylor (David White)	Phone: 294-3781	E-mail: ptaylor@iastate.edu
Lead Agency Project ID: RT 0314	Other Project ID (i.e., contract #): Addendum 352	Project Start Date: 3/16/09
Original Project End Date: 3/15/14	Current Project End Date: 12/31/2018	Number of Extensions: On-going pooled fund project

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
\$875,000	\$875,000	98

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter

Project Description:

The objective of this research is to improve the construction methods, economic analysis and selection of materials, in-situ testing and evaluation, and development of performance-related specifications for the pavement foundation layers. The outcome of this study will be conclusive findings that make pavement foundations more durable, uniform, constructible, and economical. Although the focus of this research will be PCC concrete pavement foundations, the results will likely have applicability to ACC pavement foundations and, potentially, unpaved roads. All aspects of the foundation layers will be investigated including thickness, material properties, permeability, modulus/stiffness, strength, volumetric stability and durability. Forensic and in-situ testing plans will be conceived to incorporate measurements using existing and emerging technologies (e.g. intelligent compaction) to evaluate performance related parameters as opposed to just index or indirectly related parameter values. Field investigations will be conducted in each participating state. The results of the study will be compatible with each state's pavement design methodology and capable for use with the Mechanistic-Empirical Pavement Design Guide (MEPDG). Evaluating pavement foundation design input parameters at each site will provide a link between what is actually constructed and what is assumed during design. There are many inputs to the pavement design related to foundation layers and this project will provide improved guidelines for each of these. The study will benefit greatly from maximizing the wide range of field conditions possible within the framework of a pooled fund study.

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

This quarter, Chapter 2 was re-written based on feedback to organize not by project, but by topic. Here is the new organization of Chapter 2 w/page numbers:

CHAPTER 2: LESSONS LEARNED FROM FIELD STUDIES	12
Field Verification of Foundation Layer Design Mechanistic Parameter Values	12
Design Parameters used by Different State Agencies	12
Field Testing and Interpretation Methods	14
Field Testing Results and Comparisons with Design Input Values	16
Spatial Non-Uniformity of Foundation Layer Mechanistic Properties	20
Field Testing Results	20
Influence of Foundation Input Properties on Design and Performance Predictions	28
Impact of Nonuniform Support Conditions on Mechanistic Pavement Responses	30
Impacts of Loss of Support on Mechanistic Pavement Responses	31
In Situ Assessment of Distressed Pavement Sections	33
Assessment of Frost Heave and Joint Deterioration on US30 near Ames, IA	33
Assessment of Joint Deterioration on Urbandale Drive in Urbandale, IA	37
Evaluation of Premature Pavement Distresses on US34 near Mount Pleasant, IA	39
In Situ Assessment of Rehabilitated Pavement Sections	42
Pennsylvania SR-422 Pavement Rehabilitation Project	42
California I-15 Pavement Rehabilitation using Precast Concrete Panels	47
Impact of Seasonal Variations on Pavement Foundations and Performance	49
Seasonal Temperature Variations and Frost Depth	49
Seasonal Variations in In Situ Foundation Layer Properties	50
Laboratory Characterization of Frost-Heave and Thaw-Weakening Susceptibility	54

Anticipated work next quarter:

- Next immediate task is to rework Chapter 1 with some of the new information recently published from NCHRP 1-53 that demonstrates improved aggregate base and subgrade model that show increased sensitivity in AASHTOWare Pavemnt ME design. We need to see about incorporating the 1-53 study in chapter 4 as well.

Significant Results:

Circumstance affecting project or budget (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).

TAC committee:

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