**TRANSPORTATION POOLED FUND PROGRAM**

**QUARTERLY PROGRESS REPORT**

Date: \_\_\_\_\_\_7/26/2017\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Lead Agency (FHWA or State DOT): \_\_\_\_\_\_Washington State 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.*

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| **Transportation Pooled Fund Program Project #**  *TPF-5(276)* | | **Transportation Pooled Fund Program - Report Period:**  Quarter 1 (January 1 – March 31)  Quarter 2 (April 1 – June 30)  Quarter 3 (July 1 – September 30)  Quarter 4 (October 1 – December 31) | |
| **Project Title:**  **Full-Scale Shake Table Testing to Evaluate Seismic Performance of Reinforced Soil Walls** | | | |
| **Name of Project Manager(s):**  **Lu Saechao** | **Phone Number:**  **360.705.7260** | | **E-Mail**  saechal@wsdot.wa.gov |
| **Lead Agency Project ID:** | **Other Project ID (i.e., contract #):**  **GCB1359** | | **Project Start Date:**  2012 |
| **Original Project End Date:** | **Current Project End Date:**  **6/30/2018** | | **Number of Extensions:**  0 |

Project schedule status:

* 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** |
| $289,937  (Ph1 $49,938 & Ph2 $239,999) | $225,261.04  (Ph1 $49,938 & Ph2 $175,323.04) |  |

***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** |
|  | See “Progress this Quarter” section |  |

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| **Project Description**:   |  | | --- | | Phase 1 (completed)  The objective of this project is to perform numerical studies and use the LHPOST to investigate the dynamic performance of one or two full-scale (7 m) reinforced soil retaining walls constructed using realistic materials and methods. Considering that these walls will be substantially taller than for any similar previous research (by a factor of 2), a key focus of the proposed research will be on the influence of wall height on overall system response (i.e., stability/deformation) and the distribution of dynamic tensile forces (i.e., seismic demand) in the soil reinforcement. Other focus areas will include dynamic earth pressure on facing elements, effects of dynamic loading on soil-reinforcement stress transfer mechanisms, and permanent deformations after dynamic loading.  The tests will be conducted using a unique large soil confinement box (LSCB) that is currently under construction as part of a recently funded NSF grant. The scale of these tests will permit wall construction using realistic soil types, compaction methods, and structural elements. The box will also have a unique design that permits different boundary conditions at the rear of the soil mass, including a water-filled bladder or geofoam layer.  Phase 2 (current work)  The objective of Phase II is to perform reduced-scale shake table tests and numerical studies to further characterize the seismic performance of MSE abutments. Numerical modeling work will be conducted using FLAC-3D and allow us to extrapolate results from the reduced-scale physical tests to simulate seismic performance of MSE abutments for bridges with spans up to 150 ft. The results of this work will be used to assess whether or not a Phase III investigation, consisting of full-scale MSE abutment tests, will be conducted on the UCSD large outdoor shake table. | |  | |

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| **Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):**  80% of the Phase 2 work has been completed. The project is on track to completing on time, with the main effort focused on the validation of the numerical simulations and full analysis of the experimental data.  Task 1 (literature review) is ongoing throughout the duration of the project, and Task 2 (detailed design) and Task 3 (MSE abutment testing program) have been completed. The main effort this quarter focused on a deeper investigation of the experimental testing program (Task 4), which were completed and presented as part of Yewei Zheng’s PhD defense at the beginning of June. This deeper investigation of the testing program is being incorporated into the preliminary report on the experimental testing program that was sent to Caltrans and the Pooled Fund members in February 2017. A final report on the experimental testing program will be submitted for review by Summer/Fall 2017. The other efforts included refining the numerical simulations of the MSE abutments in FLAC2D (Task 5). A second final report on the numerical simulations will be submitted at the end of the project. Regarding this task, the pre-test numerical simulations indicated a good match of the quasi-static bridge seat settlement, quasi-static lateral wall deflections, and seismic bridge seat settlement, but an over-estimate of the seismic lateral wall deflections. This means that the numerical simulations are conservative in their current form. However, further refinements are underway regarding the soil properties, soil-geosynthetic interface properties and the inter-block connection properties to better match the experimental results. So far, incorporation of a nonlinear soil stress-strain curve into the simulation was not found to lead to a major change in the simulation results, but incorporation of a better model to capture the cyclic simple shear response may lead to a better match. Planning for a full-scale test on the Englekirk shaking table was also undertaken in this quarter (Task 6). This quarter included salaries to support Yewei Zheng, the main PhD student (and now Post-doc) working on the project and Wenyong Rong, a PhD student working on 3D numerical simulations and cyclic simple shear testing of the sand.  A summary of the specific tasks were completed:   1. Finalized in-depth analyses of the data from all of the experiments (Task 4). 2. Improving the dynamic 2D and 3D numerical simulations through validation with the experimental results and consideration of new constitutive models (Task 5). 3. Planning a full-scale MSE abutment test (Task 6).   Budget:  April 1 – June 30, 2017 expenditures charged to Caltrans project, thus no expenses occurred against the GCB1359 contract. |
| **Anticipated work next quarter**:  The Phase 2 testing program is now complete, so the main efforts are related to analysis and improving simulations. In the next quarter the PI plans to:   1. Prepare the final report on the experimental testing program including the in-depth analysis (Task 4). 2. Continue improving numerical simulations of the different experiments, and continue to explore 3D simulations (Task 5). 3. Continue cyclic simple shear testing on the sand to improve the model simulations.   In addition, a TAC meeting is targeted for September 2017 to review the final experimental and preliminary numerical reports. |

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| **Significant Results:**  Completed interim report on February 20, 2017. |
| **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:** |