

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Connecticut 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.

Transportation Pooled Fund Program Project # TPF – 5(236)	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 4 – December 31)	
Project Title: Demonstration and Purchase of PG Binder Testing Equipment		
Project Manager: Ravi V. Chandran Phone: 860-258-0372 E-mail: ravi.chandran@ct.gov		
Project Investigator: James M. Mahoney Phone: 860.486.9299 E-mail: james.mahoney@uconn.edu		
Lead Agency Project ID: TPF-5(236)	Other Project ID (i.e., contract #):	Project Start Date: February 1, 2011
Original Project End Date: June 30, 2012	Current Project End Date: June 30, 2012	Number of Extensions: 0

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
Contract Amount: \$216,500 Commitments Received: \$443,430 Phase 1 – Under Contract to UConn: \$42,263	\$11,000	25%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$4,200	\$4,200	5%

Project Description:

Background:

To help expedite the implementation of the Superpave methods in the mid-1990s, the Federal Highway Administration (FHWA) conducted a Pooled Fund project that allowed state transportation agencies to purchase shares in the Pooled Fund. Each share provided the state transportation agency with one full set of Superpave test equipment - both for the asphalt binder and the hot mix asphalt (HMA). The pooling of funds gave the states greater purchasing power that resulted lower costs as compared to states purchasing the equipment individually.

The majority of the equipment that was purchased under the Pooled Fund was for testing of asphalt binder in accordance with the Performance Grading (PG) system. The binder testing equipment is highly sophisticated and contains sensitive electronics for making the necessary measurements. As most of this equipment has been in service for approximately 15 years, it is nearing the end of its service life and manufacturers are no longer carrying repair parts.

With the advent of new test methods such as the Multiple Stress Creep Recovery Test, older direct-shear (DSR) equipment is either not able to run these tests or the results are suspect because of the limitations of the older equipment. States must replace this equipment in order to adopt these new and improved test methods.

Objectives:

To conduct a Pooled Fund project similar to the one conducted earlier by FHWA, here in the northeastern part of the country. In Phase 1, researchers will arrange for participating state DOTs a demonstration of lab equipment options for PG binder testing. Then in a second phase, CAP Lab will facilitate a pooled-fund purchase of asphalt-binder laboratory test equipment for interested states DOTs.

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

Phase 1:

Work on getting proposals for the Dynamic Shear Rheometer in place from the various vendors of DSRs. Proposals from the DSR manufacturers were received by August 10, 2011. The evaluation of these proposals has not yet taken place due to issues raised by one of the manufacturers. The research team will be working with UConn's Purchasing Department to get the evaluations completed so purchasing can begin.

Work on getting State DOT funds transferred through the Pooled Funds system to ConnDOT and then to UConn for purchasing the equipment.

Anticipated work next quarter:

Phase 1:

Establish a contract between ConnDOT and UConn so that purchasing can begin.

Phase 2:

Begin purchasing equipment based upon pricing that has been received.

Significant Results:

None.

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).

A complaint by one of the DSR manufacturers regarding the bidding process has delayed the DSR evaluation process. There have been delays in the transferring of funds through the pooled fund system and then getting them to UConn so we can conduct the purchasing.