

## 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.*

<b>Transportation Pooled Fund Program Project #</b> TPF – 5(236)	<b>Transportation Pooled Fund Program - Report Period:</b> <input type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input type="checkbox"/> Quarter 3 (July 1 – September 30) <input checked="" type="checkbox"/> Quarter 4 (October 1 – December 31)	
<b>Project Title:</b> Demonstration and Purchase of PG Binder Testing Equipment		
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<b>Lead Agency Project ID:</b> TPF-5(236)	<b>Other Project ID (i.e., contract #):</b>	<b>Project Start Date:</b> February 1, 2011
<b>Original Project End Date:</b> June 30, 2012	<b>Current Project End Date:</b> June 30, 2012	<b>Number of Extensions:</b> 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	\$18,150	45%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$7,150	\$7,150	20%

## **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:**

After receiving the proposals from the DSR manufacturers, the proposers were asked to come and make a presentation and demonstration of their equipment to the evaluation committee which had a representative from each state. This was held on November 18, 2011. Travel for the participants was paid for from the Phase 1 funds – if requested, so there would be no additional costs to the states.

The funding from the individual states continued to work through the process required for UConn to be able to release Purchase Orders for the equipment. An initial contract was established between ConnDOT and UConn to allow the purchasing of equipment to begin. This agreement will be amended as additional funds become available. NYSDOT funding made it through the process and Purchase Orders were released for a Bending Rheometer and 2 Vacuum Degassing ovens.

### **Anticipated work next quarter:**

#### **Phase 1:**

Continue to work with states to get their funding started for phase 2. Establish pricing for Rotational Viscometers and the Asphalt Binder Cracking device. Release Purchase Orders as additional funding becomes available (anticipated mid-January).

#### **Phase 2:**

Continue 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. These 2 delays may cause a request for a no-cost extension to be made depending on how fast progress can be made in the first part of the next quarter.