

**Quarterly Progress Report – December 2008**  
**For the period October 1, 2008 to December 31, 2008**  
**TPF-5(185)**  
**ISU/FHWA Contract No. DTFH61-06-D-00023**

**Project Dates:** September 11, 2008 – September 10, 2011

**Project Title:** CP Road Map Operations Support  
(Task Order No. 3 – Continue Activities to Initiate CP Road Map)

**Principal Investigator:** Tom Cackler, voice: 515-294-3230, e-mail: tcackler@iastate.edu

**Project Contact:** Paul Wiegand, voice 515-294-7082, email: pwiegand@iastate.edu

**Project Monitor:** Peter Kopac, 202-493-3151, email: peter.kopac@dot.gov

Project is on schedule: No  
Project is within budget: Yes  
Problems (current or anticipated): None

**Products and tangible results this quarter** (reports/articles written, oral reports/interviews given):

**Interaction with Technical Monitor and/or Project Advisory Committee:**

Multiple phone conversations and emails regarding changing the scope of TO 3.

**Brief summary of this quarter's research and activities pertaining to the project:**

The CP Tech Center responded to the FHWA's Task Order #3 on August 15, 2008. The response indicated a budget of \$380,000, with \$50,000 from industry and the remaining \$330,000 from FHWA and Pooled Fund money. FHWA accepted the proposal and sent Iowa State a contract. The contract provided only \$235,000 in FHWA funds due to a lack of pooled fund money.

Iowa State University would not authorize issuance of an account number to incur expenditures until a new budget was developed that matched the contract funding commitment. This change caused the CP Tech Center staff who serves as the operations support group for the Road Map to re-evaluate the original response to Task Order #3, which was basically a continuation of the activities from the previous Task Orders. Several concepts were discussed, but on September 24, 2008 the following concept for revising the Task Order was sent to Peter Kopac.

One of the stronger criticisms received about the CP Road Map is that many agencies are not making collaborative efforts in research since they fear that if they do, they will lose their research autonomy. The end result is that important research activities are not being started in a timely manner. Another concern expressed by others is that other universities and researchers will be squeezed out by the CP Tech Center and Iowa State University.

The Operations Support Group feels that more progress is possible by changing the focus of the approach to implementation of the Road Map. The change involves working through industry and the DOTs to identify connections between the research needs/interests of the DOT and the university researchers in their state. Paving industry contacts would coordinate meetings with the DOT staff and the researchers from state universities with the Operations Support Group (OSG). The DOT will be invited to express and prioritize their current needs, which can then be placed in context of regional and national needs

based on the Road Map. The high priority projects from the Priority Tracks will be also presented. The main goal of these meetings would be to open up a dialogue between the OSG, the DOT, Industry, and the researchers concerning the type of research that the DOT feels is important to them as a state, or as a state and nation, and is willing to financially pursue. If local researchers are not willing or able to address these needs, the OSG will assist in developing contacts with researchers that can assist in developing the required resources or to conduct the work. The OSG will also determine if others are also interested in that topic to the point of wanting to establish a pooled fund. The OSG would facilitate that discussion and make all efforts visible to the research community.

The overall program calls for the ACPA Chapter State Associations to initiate meetings with a group of State DOTs that are members of the National Concrete Consortium (NCC) and that have strong PCC researchers at their state universities. The NCC has 19 member DOTs from states that are actively involved in concrete pavement projects. The NCC group will also be used as a forum to complete technology transfer activities since they meet twice each year.

Other changes include eliminating face to face meetings for the track leadership groups. Electronic meetings will be substituted. The website will be maintained, but other communications efforts will be curtailed or modified.

Because the Sustainability Track is not as far along in establishing a framework and priority projects, that Leadership group will hold two meetings to complete the initial work of identifying priority projects.

On November 4, 2008, Peter Kopac responded that the concept change should be given further consideration and directed that the OSG prepare a power point presentation detailing the accomplishments so far, the limitations of the existing program and the advantages of the proposed approach. That power point presentation was developed and sent to FHWA for review on December 22.

Work to date on Task Order #3 involves development of the proposed new approach and initiating activities to update the website. Due to Iowa State University not assigning an account number for the contract, no actual charges have been made. The existing work is being paid from the industry contribution to the project.

**Main emphasis for next quarter:**

Reach agreement with FHWA regarding the work plan for TO 3 and continue to work on it.