

TRANSPORTATION POOLED FUND PROGRAM QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): _____ Kansas 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(127)	Transportation Pooled Fund Program - Report Period: <input checked="" 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 type="checkbox"/> Quarter 4 (October 1 – December 31)	
Project Title: Midwest Accelerated Pavement Testing Pooled Fund/ Consortium of Accelerated Pavement Testers (CAP		
Project Manager: Susan Barker, P.E. Phone: (785) 291-3847 E-mail: SusanB@ksdot.org		
Project Investigator: Mustaque Hossain Phone: (785) 532-1576 E-mail: mustak@ksu.edu		
Lead Agency Project ID: KS0592	Other Project ID (i.e., contract #): -	Project Start Date: 01/01/12
Original Project End Date: Multi-year project	Current Project End Date: 12/31/14	Number of Extensions: 2

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
\$197,784	\$28,712.04	29.5%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$324.50	\$324.50	5%

Project Description:

The Consortium of Accelerated Pavement Testers (CAPT) has been formed to address some of these common issues. Thus the overarching purposes of the CAPT are:

1. To identify and implement products and activities that would improve communication between APT facilities, APT technical capabilities and facility operations; and
2. To communicate the value that APT provides to state DOT funding programmers and decision makers.

The objectives of this project are to do a few selected tasks and to provide management support to the CAPT program. Kansas State University, under the direction of the Project Monitor from the lead agency, Kansas Department of Transportation (KDOT), will essentially provide (a) Technical support and meeting/travel coordination; (b) Note taking and administrative organization; (c) Selected Tool development; (d) Subcontracting and monitoring; and (e) Reporting.

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

The major task accomplished in this quarter includes development and delivery of a workshop on instrumentation at the 4th International Conference on Accelerated Pavement Testing, Davis, California, September 19-21, 2012 by Dr. Richard Willis of Auburn University under the sponsorship of CAPT. Auburn University has made significant progress and has finished and delivered a state of practice on instrumentation and associated video. Significant progress has also been made in web site development for CAPT (<http://pavementtesters.org/>). A searchable database is being developed and populated right now. Reports and data from various facilities are being collected now. A "Go To" meeting among member states was arranged in March. The current developments of the project were discussed.

Anticipated work next quarter:

Continue to further refine the "how to" for instrumentation module and continue to develop the searchable database.

Significant Results:

The program will improve communication between accelerated pavement testing (APT) facilities, APT technical capabilities and facility operations and will provide valuable results that could be used by the member states to communicate the value of APT to the state DOT funding programmers and decision makers.

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).

Current Project Monitor is Mr. Greg Schieber (GregS@ksdot.org), Geotechnical Engineer of KDOT. Tel. No. (781) 296-3008.