

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(311)	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: Implementation of the AASHTO Mechanistic-Empirical Design Guide (AASHTOWare Pavement me Des for Pavement Rehabilitation		
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: KS	Other Project ID (i.e., contract #): RE-0678-01; C 2061	Project Start Date: 12/01/14
Original Project End Date: Multi-year project	Current Project End Date: 11/30/17	Number of Extensions: N.A.

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
\$555,000	\$190.78	0.5%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$190.78	\$190.78	0.5%

Project Description:

The Kansas Department of Transportation (KDOT) and the New York State Department of Transportation (NYSDOT) have been using Chapter 5 of the 1993 AASHTO Design Guide for rehabilitation design. AASHTO has recently adopted the pavement rehabilitation design procedures developed under the NCHRP 1-37A project for flexible and rigid pavement structures. These new procedures are based on mechanistic-empirical principles and they replace the earlier empirical procedures from the 1993 AASHTO Design Guide. The new procedures are incorporated in the AASHTOWare Pavement ME Design software. This document presents the plan for implementation of this new procedure for pavement rehabilitation design in Kansas and New York state.

The main objective of this research project is to do local calibration of the AASHTOWare me Pavement design procedure for pavement rehabilitation in Kansas and New York state. The results of the research will enable KDOT and NYSDOT to expedite the use of this new tool for the design of rehabilitated pavements. The results will also provide KDOT and NYSDOT with the necessary input values to design rehabilitated pavements using the mechanistic-empirical methods.

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

A kick-off meeting for this project happened with the representatives for the lead state (KDOT), subcontractor for the project, Pavement Consulting Services, LLC. and Kansas State University (KSU). KSU has started to analyze KDOT traffic data.

Anticipated work next quarter:

KSU will continue to analyze traffic data. The subcontractor will start on the NYSDOT part of the contract.

Significant Results:

This research work aims to contribute to the implementation of the AASHTOWare Pavement me Design software rehabilitation design in Kansas and New York by performing local calibration first.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

None.