

**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 4 – December 31)	
Project Title: Implementation of the AASHTO Mechanistic-Empirical Design Guide (AASHTO Pavement ME) for Pavement Rehabilitation		
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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: 11/30/19	Number of Extensions: 1

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
\$ 1,255,000	\$ 990,090.88	93%

Quarterly Project Statistics:

Total Project Expenses This Quarter	Total Amount of Funds Expended This Quarter	Percentage of Work Completed This Quarter
\$18,927.97	\$18,927.97	1%

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 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. The main objective of this research project is to conduct the local calibration of the AASHTOWare Pavement ME 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.):

In this quarter, KSU, with help from KDOT, has compiled performance and section data for more projects for local calibration of the AASHTOWare Pavement me Design software for rehabilitation application. KSU has already assembled the data base for AC over JPCP pavements in Kansas. Calibrations of most models for AC over JPCP are complete. KSU is also working on the database for AC over AC pavements. The automated calibration process is now complete. The new cracking models in the new version of the software released in July 2018 are being studied to understand the sensitivity. The subcontractor has been providing NYSDOT with pavement and overlay design support. A list of data items needed for the local calibration was discussed with NYSDOT engineers, along with potential sources for assembling the data. The assembly of calibration data has continued. The challenge has been to find complete calibration data for a sufficient number of sections. The literature review on the calibration activities conducted by other states has been continued. The new models and material testing requirements developed under several NCHRP projects have also been reviewed; the models and the associated material testing protocols for top-down cracking are expected to be released soon. Several new NCHRP projects related to the AASHTOWare Pavement ME models started during the project period; their developments are being followed since it will impact the models and material tests to be incorporated in the design software in the future. The AASHTOWare Pavement ME has been issued in a new version (2.5) which contains new models for cracking in flexible pavements. New parameters for the characterization of asphalt concrete have also been added. The calibration coefficients for the cracking, rutting and IRI models are also new. A plan for activities to address the calibration in response to version 2.5 of the software has been drafted and submitted for approval.

Anticipated work next quarter:

KSU, in cooperation with KDOT, will continue to collect data for selected AC/AC sections for rehabilitation calibration. The subcontractor will continue the development of the software for FWD data processing for the NYSDOT part of the contract. The collection of data necessary for the calibration and the analysis of the traffic data will also continue. The literature review on the calibration activities conducted by other states and countries, and the recently developed models to be incorporates into the AASHTOWare Pavement ME will continue. Laboratory testing of materials will commence soon.

Significant Results:

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

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).

The AASHTOWare Pavement ME has a new version (2.5) which contains new models for cracking in flexible pavements, new material parameters and new calibration coefficients.