

**NCAT and MnROAD Partnership to Address National Needs for Research in
Pavement Preservation and Asphalt Mixture Performance Testing
2015 Funding Commitment Letter**

Based on our understanding of research needs within the _____, an estimate has been prepared by _____ on _____ that describes one possible sponsorship scenario on the 2015 NCAT / MnROAD Partnership. Assuming all options are selected, a multi-year total of \$ _____ in funding would need to be programmed in order to support the following proposed research:

<u>Section(s)</u>	<u>Description of Research Option</u>
_____	Sponsors Utilizing “ Preservation Group (PG15) Study ” Option \$120,000 per sponsor per year for three years (FY 2015 – FY 2017) for a total of \$360,000
_____	Sections Utilizing “ Structural Performance ” Option (also applies to Cracking Group (CG) Study) \$210,000 per new section per year for three years (FY 2015 – FY 2017) for a total of \$630,000
_____	Sections Utilizing “ Surface Performance Traffic Continuation ” Option \$80,000 per mill/inlay section per year for three years (FY 2015 – FY 2017) for a total of \$240,000
_____	Sections Utilizing “ Surface Treatment on Existing Surface Performance Section ” Option \$80,000 per surface treatment section per year for three years (FY 2015 – FY 2017) for a total of \$240,000
_____	Sections Utilizing “ Structural Performance Traffic Continuation ” Option \$100,000 per structural section per year for three years (FY 2015 – FY 2017) for a total of \$300,000
_____	Sections Utilizing “ Mill and Inlay for Surface Performance ” Option \$150,000 per new mill/inlay section per year for three years (FY 2015 – FY 2017) for a total of \$450,000
_____	Sections Utilizing “ Mill and Inlay in Structural Sections ” Option \$180,000 per structural section per year for three years (FY 2015 – FY 2017) for a total of \$540,000

It is understood that these costs are estimates generated for planning and programming purposes. The actual cost of sponsorship at the time contract documents are finalized may be slightly more or less depending on changes in the cost of diesel fuel, construction materials, etc. between now and then. It is further understood that construction will begin in the spring of 2015, meaning the first payments will be needed in FY 2015. The project will end in FY 2018; however, funds must be provided in annual payments within FY 2015, 2016, and 2017. The first annual payment must be paid no later than March of 2015 in order to facilitate construction activities. The second annual payment is due in October of 2015 (the first month of the next fiscal year). The final annual payment is due in October of 2016. Advance payments (e.g., paying for the next fiscal year as a means of annual research appropriations) are possible and encouraged.

The 2015 preservation group (**PG15**) experiment will extend traffic on all 2012 preservation group (PG) sections until all life extending benefit curve data has been collected, or until the end of the research cycle (whichever comes first). This includes sections on the NCAT Pavement Test Track as well as on Lee Road 159. As sections become unserviceable, they will be rehabilitated or rebuilt to support traffic until the end of the research cycle. Additional sections will be built on a nearby high ADT, high load spectra roadway, with the scope of research expanded to include more recycling alternatives. Sections will also be built at or near the MnROAD facility to study preservation treatments in cold climates. The cracking group (**CG**) study will consist of building new structural sections with surface mixes having a range of cracking susceptibilities as a means to identify practical laboratory cracking tests that can predicts performance. Sections will be built at the NCAT Pavement Test Track as well as at the MnROAD facility to study cracking performance in cold climates and in concrete pavement overlays. If sponsors have a preference regarding which facility will be the focus of their funded research effort, it should be indicated at the bottom of this form. If this section is left blank, it will be assumed that there is no preference.

Space can be reserved in the NCAT / MnROAD partnership experiment by returning a signed copy of this Commitment Letter. In consideration of any additions, changes, or deletions noted above, a multi-year total of \$ _____ in funding will be programmed in order to support planned research.

Signed for the Sponsoring Agency by: _____

Focus Facility: _____
 NCAT Pavement Test Track
 MnROAD

Printed name of authorized agent: _____

Date of commitment execution: _____