TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Alabama 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 # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-5(465)		**Transportation Pooled Fund Program - Report Period:** ☐ Quarter 1 (January 1 – March 31) ☐ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☑ Quarter 4 (October 1 – December 31)
Project Title: Consortium for Asphalt Pavement Research and Implementation (CAPRI)		
Name of Project Manager(s): Randy West	**Phone Number:** 334-844-6244	**E-Mail** westran@aububrn.edu
Lead Agency Project ID:	**Other Project ID (i.e., contract #):**	**Project Start Date:** 1/1/2021
Original Project End Date: 12/31/2026	**Current Project End Date:** 12/31/2026	**Number of Extensions:** 0

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	Percentage of Work Completed to Date
$190,000	$13,741	20%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$10,105 / 6%	$10,105	20%

Project Description:

CAPRI will operate as a voluntary consortium of flexible pavement stakeholders open to all state, local, and federal highway agencies, industry associations, individual companies, academic institutions and research organizations. This consortium will identify and address national priority research and implementation needs for asphalt pavements that state DOTs face today and will foster the development of new technologies and practices that will help design and build longer-lasting and more cost-effective asphalt pavements that achieve a higher level of sustainability, safety and user-satisfaction for the public. This pooled fund serves as the funding mechanism for highway agencies to participate in CAPRI. Agencies may contribute additional funds, beyond the base contribution, for other specific research, training, and implementation activities that meet their needs.

The goals of CAPRI are to: (1) provide technical guidance on current and evolving specifications for asphalt materials, (2) develop asphalt pavement research needs, (3) conduct small-scale studies to address knowledge gaps or explore new topics, and (4) foster the implementation of practical research findings to help improve the performance, sustainability, value, and safety of asphalt pavements.

The expected activities and deliverables of CAPRI are: (1) organize semi-annual meetings to share presentations on research of national significance, discussions on implementation and technology transfer, and activities organized by subcommittees, (2) identify issues with current asphalt-related standards and share potential solutions to help move standards forward to ultimately improve pavement performance, (3) identify short-term and long-term research needs and strategically prioritize the needs so the most urgent and impactful needs are addressed first, (4) develop research need statements (RNSs), identify the appropriate source(s) of funding for each project, and organize RNSs on a web-based National Asphalt Research Roadmap, (5) select and prioritize small-scale, exploratory, kick-off studies that can be funded directly by CAPRI to address gaps in the path to implementation, gather additional information to assess the magnitude of perceived problems, and/or explore new technologies (6) assist in the deployment of research findings by selecting and

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

The first meeting of CAPRI was held at The Center in Indianapolis, IN on Oct. 5 & 6. Twenty-seven representatives attended in person; 47 representatives participated virtually. Each of the four subcommittees met and had discussions about the roles of the subcommittees, topics and technical issues of interest, sorting the topics to the appropriate subcommittee, and how to inform external stakeholders of what CAPRI is doing. A survey was later conducted to get volunteers for each subcommittee. Microsoft Teams channel set up for CAPRI and Subcommittees to share information. Preliminary plans for spring 2022 meeting were set.

Anticipated work next quarter:

The subcommittees will get started by organizing and prioritizing topics of interests. The second meeting of CAPRI will be held at NCAT in Auburn, AL on March 10 & 11, 2022.

Significant Results:

The first meeting of CAPRI was held where discussions were had on the roles of the subcommittees, topics and technical issues of interest, sorting the topics to the appropriate subcommittee, and how to inform external stakeholders of what CAPRI is doing.

MSDOT has set up a separate project under CAPRI to instrument pavements for mechanistic pavement analysis with a total budget to $250,000.

SCDOT has set up a separate project under CAPRI to develop specifications for cold-recycled mixtures with a total budget to $50,000.

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).

Many state DOTs were unable to send representatives to the CAPRI meeting due to pandemic travel restrictions. The Executive Committee decided that the unused travel finds in the 2021 budget would roll over to funds for research and implementation activities to be determined in the future.

Potential Implementation:

No implementation activities have been identified at this time.