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: 12/31/2025	**Current Project End Date:** 12/31/2025	**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
$2,096,500.00	$397,151.57	60%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$83,966.30 / 21%	$83,966.30	50%

Project Description:

CAPRI operates 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 state's 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 CAPRI Executive Committee continues to meet monthly to discuss opportunities and plan for the fall meeting.

The CAPRI website (www.capriasphalt.us) was established to (1) provide information to potential members on the mission of the consortium, and (2) to be the primary clearinghouse for helpful resources recommended by CAPRI to improve asphalt pavements.

The Tech Transfer subcommittee continues to work on a marketing video and a video on improving in-place density for asphalt pavements.

NCAT began work on the project Guidelines and Recommendations for Field Validation of Test Criteria for Balanced Mix Design (BMD) Implementation. That project is approximately 40% complete.

NCAT also continued separate studies for two states through the CAPRI pooled-fund. South Carolina DOT has funded research on SMA with South Carolina aggregates. The lab testing for this project is complete and the overall work is 95% complete. NCAT is also assisting Mississippi DOT on a field project to instrument a pavement for strain, pressure, and temperature measurements in an effort to support Pavement M-E calibration for local materials. That effort is 35% complete.

In addition, South Carolina, Puerto Rico and Alabama DOT are using designated CAPRI funds to support technical development activities for their engineering staffs.

Three additional state DOTs joined CAPRI during the Apr.-Jun. 2023 quarter: Hawaii, New Mexico, and Texas.

Anticipated work next quarter:

The draft Guidelines and Recommendations for Field Validation of Test Criteria for Balanced Mix Design (BMD) Implementation will be submitted to the Technology Evaluation Subcommittee for Review.

CAPRI subcommittees and task forces will continue work on their respective roles and are expected to initiate work to fill gaps in research of high priority need, advocate for funding for other priority needs in other research funding programs, and support the development of tech transfer for proven technologies.

The Technology Transfer Subcommittee will continue to work on a short CAPRI marketing video and a short video on measuring and improving in-place density for asphalt pavements.

Significant Results:

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 overall CAPRI budget continues to grow as new organizations join the consortium. More research projects and implementation activities are expected to be initiated in the next year.

Potential Implementation:

No implementation activities have been identified at this time.