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:** 3/1/2021
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
$2,461,500.00	$926,446.62	70%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$95,987.12/ 10%	$95,987.12	69%

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 identifies and addresses national priority research and implementation needs for asphalt pavements and fosters the development of new technologies and practices that will help design and build longer-lasting and more cost-effective asphalt pavements with 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.):

A CAPRI Chats webinar was held on April 16 with Zane Hartzog (ALDOT) and Tyler Wollmuth (NDDOT) presenting their experiences with BMD field validation experiments.

On May 5, the Executive Committee unanimously approved the project Field Evaluation of Long-Term Cracking Performance of High RAM Asphalt Mixtures to be conducted by Texas A&M Transportation Institute. The project budget is $226,000 with a project start date of 7/1/24 and an end date of 12/31/25.

Seven organizations were selected by the Lag & Dwell Time Experiment Project Oversight Committee to participate in the study. They were given the notice to proceed by the CAPRI Executive Director.

A virtual meeting of Subcommittee Chairs and Executive Committee liaisons was held on May to better define each subcommittee's role and how they interact.

The preliminary agenda for the fall meeting was drafted and CAPRI member representatives were sing information on the hotel block.

The Mississippi DOT project funded through CAPRI to support Pavement M-E calibration for local materials is 64% complete.

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

Anticipated work next quarter:

The CAPRI Executive Director will continue to recruit additional member organizations to join the consortium.

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 update the CAPRI website and host CAPRI Chats webinars.

The CAPRI Executive Committee will continues monthly meetings to discuss organizational issues, research and implementation needs and plan for bi-annual meetings.

Significant Results:

A CAPRI Chats webinar was held on April 16 with Zane Hartzog (ALDOT) and Tyler Wollmuth (NDDOT) presenting their experiences with BMD field validation experiments.

The Executive Committee approved the project Field Evaluation of Long-Term Cracking Performance of High RAM Asphalt Mixtures to be conducted by TIT. The project budget is $226,000 with a project start date of 7/1/24 and an end date of 12/31/25.

Seven organizations selected by the Lag & Dwell Time Experiment Project Oversight Committee to participate in the study were given the notice to proceed by the CAPRI Executive Director.

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 during the spring meeting.

Potential Implementation:

No implementation activities have been identified at this time.