

**TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT
2023–Q4**

Lead Agency:
Washington State Department of Transportation (WSDOT)

INSTRUCTIONS:

Lead Agency contacts 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.

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|--|---|--|--|
| Transportation Pooled Fund Program Project # TPF-5(501) | | Transportation Pooled Fund Program - Report Period: <input 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 checked="" type="checkbox"/> Quarter 4 (October 1 – December 31) | |
| TPF Title (follow link to TPF webpage): Roadside Safety Pooled Fund - Phase 3 | | | |
| Lead Agency PM Contact: Mustafa Mohamedali, PE PMP | PM Phone Number: 360-704-6307 | PM E-Mail: mohamem@wsdot.wa.gov | |
| Lead Agency Tech Contact: Tim Moeckel, PE | Tech Phone Number: 360-704-6377 | Tech E-Mail: moecket@wsdot.wa.gov | |
| Lead Agency Project ID: UCB 1969 | Other Project ID (i.e., contract #): T-1969 | Program Start Date: 2022-09-09 * | |
| Original Project Start Date: 2022-09-09 | Original Project End Date: 2027-09-08 | Updated project End Date: N/A | |

* Actual project work started Apr 2023 once sufficient funds were obligated and agreements and contracts executed.

Project schedule status:

On schedule
 On revised schedule
 Ahead of schedule
 Behind schedule

Main Program Statistics:

| Commitments to date \$ (5yrs) | Obligations to date \$ | % Obligated | Contracted to date \$ | Expended to date \$ | Expended to date % | Completed this quarter \$ |
|-------------------------------|------------------------|-------------|-----------------------|---------------------|--------------------|---------------------------|
| 6,709,795 | 1,835,000 | 27.35% | 1,541,119 | 282,867 | 18% | 139,182 |

Supplementary Program Statistics:

(Projects paid for by individual states and contracted with the research agency under the program master agreement):

| Commitments to date \$ (5yrs) | Obligations to date \$ | % Obligated | Contracted to date \$ | Completed to date \$ | Completed to date % | Completed this quarter \$ |
|-------------------------------|------------------------|-------------|-----------------------|----------------------|---------------------|---------------------------|
| 544,795 | 524,795 | 100% | -- | -- | -- | -- |

Project Description:

The current [TPF-5\(343\) Roadside Safety Research for MASH Implementation](#) pooled fund study expires in Dec 2023. Road to Zero has targeted a goal of zero deaths and serious injuries on our roadways. This strategic call to action and collaboration is built on the belief that not a single death is acceptable on our roadways. Every life matters. Unfortunately, recent trends indicate a continued increase in highway fatalities. Data (2017-2019) from the Fatal Analysis Reporting System (FARS) indicates that 45% of fatalities on the nation’s roadways are a result of roadway departure crashes.

The objective of this Pooled Fund is to assist transportation agencies in achieving their Roadway Departure (RwD) related all state Strategic Highway Safety Plans (SHSPs) goals through development, evaluation and deployment of life-saving roadside safety devices and countermeasures in accordance with AASHTO and Federal Highway Administration (FHWA) adopted standards such as the Manual for Assessing Safety Hardware (MASH). It will also support continuation of MASH implementation in roadside hardware categories that have lagged in achieving MASH compliance (special barrier applications, sign supports, work zone traffic control devices, luminaire poles, etc.) due to various design and performance challenges and other related factors. These activities will directly support and impact state efforts to achieve Target Zero by helping reduce the frequency and severity of roadway departure crashes.

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

Once sufficient funds were obligated to the pooled fund by member states, beginning in May, the lead agency was able to start executing task orders to initiate some of the priorities member states had identified at the fall 2022 annual meeting.

Work continued on the following projects and tasks in this quarter:

1. T1969-AA: 2023 Program Development & Coordination Effort
2. T1969-AB: Optimized Guardrail Blockouts
3. T1969-AC: W-Beam Guardrail in Front of Retaining Wall or Rip Rap
4. T1969-AD: Barrier Deflections at Lower Impact Severities
5. T1969-AE: Phase II Thrie Beam Retrofit – Application of New Design without a Curb for MASH TL-3 and Performance and Improvements for MASH TL-4
6. T1969-AF: MASH TL-3 Evaluation of Signposts with Flashing Beacon Equipment
7. T1969-AG: MASH TL-3 Transition Design with a Storm Drain Inlet: Phase II
8. T1969-AH: 2023 Travel and Meeting Assistance
9. T1969-AI: Design and MASH Full-Scale Crash Testing and Evaluation of the Merritt Parkway Guiderail

Anticipated work next quarter:

- As more funds are received as expected, lead agency will be able to execute task orders for the remaining priorities all in all worth up to \$1.6m.

Significant Results:

Per progress reports above.

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).

None of significance identified yet.

Potential Implementation:

Implementation will follow successful tests for MASH Compliance.