

**TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT
2024-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.

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			
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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 \$
\$7,879,795	3,720,000	47.21%	3,779,852	1,355,790.05	35.86%	317,105

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	544,795	100%	544,794	378,583	69.49%	222,096

Project Description:

The [TPF-5\(343\) Roadside Safety Research for MASH Implementation](#) pooled fund study expired in June 2024. 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 TPF-5(501) 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.):

The Annual meeting took place in College Station, Texas on October 22-23, 2024 when problem statements for 2025 were voted on and prioritized. There were five recurring projects approved for continuation and nine research projects prioritized for execution in 2025.

The following new Task Orders were issued this quarter:

1. T1969-A5: Washington State I-90 Snoqualmie Pass Scupper Barrier Full-Scale Crash Testing – Phase 3

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

1. T1969-AB: Optimized Guardrail Blockouts
2. T1969-AD: Barrier Deflections at Lower Impact Severities
3. T1969-AI: Design and MASH Full-Scale Crash Testing and Evaluation of the Merritt Parkway Guiderail
4. T1969-AL: Guidelines for Overlapping Precast Concrete Portable Barriers
5. T1969-AN: MASH TL-3 Enhancement of Short Radius Guardrail System (SRGS) in Front of 2:1 Slope, Phase I
6. T1969-AO: MASH TL-3 Design, Testing, and Evaluation of a Flared Guardrail System, Phase II
7. T1969-AP: Evaluation of Multi-Post Large Sign Supports with Slip Base and Slip Hinge
8. T1969-AQ: Bridge Rail End Treatments Guidance for constrained Sites
9. T1969-AR: MASH Evaluation of Square Tubing Slip Base Sign Support Systems
10. T1969-AS: Simulation Modeling Improvements and Updates
11. T1969-A1: 2024 Travel and Meeting Assistance
12. T1969-A2: 2024 Program Administration & Development
13. T1969-A3: Determine MASH TL-3 and/or TL-2 Compliance of the Midwest Guardrail System (MGS) with Reduced Post Spacing Near Curbs
14. T1969-A4: Determine MASH TL-3 and/or TL-2 Compliance of the Midwest Guardrail System (MGS) with Reduced Post Spacing Near Slopes

Work was completed on the following projects:

1. T1969-AA: 2023 Program Development & Coordination Effort
2. T1969-AJ: Engineering Support Services and Recommendations for Roadside Safety Issues for Member States
3. T1969-AK: 2023 Administrative Support
4. T1969-AM: MASH TL-5 Concrete Median Barrier with Shallowest Embedment or Footing in Asphalt

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).

Timeous obligation of commitments made for 2025 will enable the program to continue at the healthy pace that it has maintained this current quarter.

Potential Implementation:

Implementation will follow successful tests for MASH Compliance.