

TRANSPORTATION POOLED FUND PROGRAM

QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Arizona Department of Transportation (ADOT)

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 # <i>(i.e., SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX))</i> TPF-5(481)	Transportation Pooled Fund Program - Report Period: <input checked="" 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 type="checkbox"/> Quarter 4 (October 1 – December 31)	
TPF Study Number and Title: TPF-5(481) In-Service Performance Evaluation (ISPE) of Roadway Safety Features		
Lead Agency Contact: Bill Stone	Lead Agency Phone Number: 602-712-3135	Lead Agency E-Mail Click or tap here to enter text.
Lead Agency Project ID: SPR-778	Other Project ID (i.e., contract #): CTR067704	Project Start Date: 7/1/2022
Original Project Start Date: 1/1/2021	Original Project End Date: 9/30/2026	If Extension has been requested, updated project End Date: N/A

Project schedule status:

<input type="checkbox"/> On schedule	<input checked="" type="checkbox"/> On revised schedule	<input type="checkbox"/> Ahead of schedule	<input type="checkbox"/> Behind schedule
--------------------------------------	---	--	--

Overall Project Statistics:

Total Project Budget	Total Funds Expended This Quarter	Percentage of Work Completed to Date
\$720,000	None	Click or tap here to enter text.

Project Description:

It is a long-standing policy of the Federal Highway Administration that National Highway System roadside safety hardware such as longitudinal barriers, sign supports, guardrail terminals, and work zone devices -- demonstrate crashworthiness. Currently, state and local transportation agencies assess performance according to the crash test and evaluation methods prescribed in the AASHTO Manual for Assessing Safety Hardware (MASH).

This pooled fund study will give states the opportunity to collaborate by sharing data and experiences in assessing the performance of in-service roadside safety hardware.

The primary objective of this pooled fund study is to evaluate the performance of roadside safety hardware in the field through inter-state collaboration by using standardized data collection and data analysis with a uniform interpretation of results contained in the guidance document developed under the NCHRP 22-33 project, Multi-State In-Service Performance Evaluations of Roadside Safety Hardware. The second objective is to provide a forum for states to share ISPE data, experiences, practices, information, and resources.

Progress this Quarter

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

The Arizona DOT internally began updating the contractual administration with the consultant for Year 2 activities. This is a policy requirement by the ADOT Procurement office to provide a Notice to Proceed (NTP) for Year 2 activities.

The Year 2 Work Plan was approved by the TAC during this quarter. Within the plan the TAC identified a comprehensive investigative ISPE of longitudinal barriers as a top priority for Year 2. The work plan plans to perform three additional routine ISPEs of longitudinal barriers and to include those results in an updated longitudinal barrier multi-state ISPE. The plan is anticipated to provide both a more nuanced understanding of longitudinal barrier performance through the conduct of an investigative ISPE while also providing the benchmarking of longitudinal barrier performance in the states individually through the routine ISPEs and collectively through the multi-state ISPE.

In addition to the longitudinal barrier investigations, the TAC prioritized performing a routine ISPE of light poles due to a unique crash code related to breakaway light poles that is available by one of the participating states crash data. The TAC expressed interest in conducting prospective data collection to support ISPEs but noted the possible data collection difficulties in the states.

Anticipated work next quarter:

Within the next quarter it is anticipated that that a new contract will be executed to provide the consultant the Notice to Proceed for the tasks and activities of the approved Year 2 Work Plan. This will allow the consultant to begin conducting ISPEs for the participating states.

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).

Potential Implementation: