

**TRANSPORTATION POOLED FUND PROGRAM**  
**QUARTERLY PROGRESS REPORT**  
**2025-Q3**

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.*

<b>Transportation Pooled Fund Program Project #</b>  <a href="#">TPF-5(501)</a>		<b>Transportation Pooled Fund Program - Report Period:</b>  <input type="checkbox"/> Quarter 1 (January 1 – March 31) <input type="checkbox"/> Quarter 2 (April 1 – June 30) <input checked="" type="checkbox"/> Quarter 3 (July 1 – September 30) <input type="checkbox"/> Quarter 4 (October 1 – December 31)	
<b>TPF Title</b> (follow link to TPF webpage): <a href="#">Roadside Safety Pooled Fund - Phase 3</a>			
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<b>Lead Agency Tech Contact:</b> <a href="#">Tim Moeckel, PE</a>	<b>Tech Phone Number:</b> <a href="#">360-704-6377</a>	<b>Tech E-Mail:</b> <a href="mailto:moecket@wsdot.wa.gov">moecket@wsdot.wa.gov</a>	
<b>Lead Agency Project ID:</b> <a href="#">UCB 1969</a>	<b>Other Project ID (i.e., contract #):</b> <a href="#">T-1969</a>	<b>Program Start Date:</b> <a href="#">2022-09-09</a> *	
<b>Original Project Start Date:</b> <a href="#">2022-09-09</a>	<b>Original Project End Date:</b> <a href="#">2027-09-08</a>	<b>Updated project End Date:</b> <a href="#">N/A</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 \$ *
9,273,963	5,882,500	63.43%	5,012,857	1,978,337	39.47%	195,830

**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 \$ *
791,463	791,463	100%	760,861	681,216	89.53%	137,309

\* Estimated from interpolated figures from Q2, 2025 quarterly report.

**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 September 16-17, 2025 when problem statements for 2026 were voted on and prioritized. There were five recurring projects approved for continuation and nine research projects prioritized for execution in 2026.

The following new Task Orders were issued this quarter:

1. T1969-B9: Flare Rates of Cast in Place Concrete Barriers at Low Impact Speeds
2. T1969-C1: 2025 Website and MASH Database Update Support
3. T1969-C2: Development and Evaluation of a MASH Breakaway Cast Aluminum Transformer Base

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-AL: Guidelines for Overlapping Precast Concrete Portable Barriers
4. T1969-AN: MASH TL-3 Enhancement of Short Radius Guardrail System (SRGS) in Front of 2:1 Slope – Phase 1
5. T1969-AO: MASH TL-3 Design, Testing, and Evaluation of a Flared Guardrail System – Phase 2
6. T1969-AP: Evaluation of Multi-Post Large Sign Supports with Slip Base and Slip Hinge
7. T1969-AQ: Bridge Rail End Treatments Guidance for constrained Sites
8. T1969-AR: MASH Evaluation of Square Tubing Slip Base Sign Support Systems
9. T1969-A2: 2024 Program Administration & Development
10. T1969-A3: Determine MASH TL-3 and/or TL-2 Compliance of the Midwest Guardrail System (MGS) with Reduced Post Spacing Near Curbs

11. T1969-A4: Determine MASH TL-3 and/or TL-2 Compliance of the Midwest Guardrail System (MGS) with Reduced Post Spacing Near Slopes
12. T1969-A5: Washington State I-90 Snoqualmie Pass Scupper Barrier Full-Scale Crash Testing – Phase 3
13. T1969-A6: 2024 Website and MASH Database Update Support
14. T1969-A7: Engineering Support services and Recommendations for Roadside Safety Issues for Member States
15. T1969-A8: MASH Test 3-21 of Free-Standing to Anchored PCB System on Asphalt
16. T1969-A9: An Exploration into Variation in Approach Guardrail Transition (AGT) to Rigid Barriers – Phase 2
17. T1969-B1: Design Variations of Short Radius Guardrail System
18. T1969-B2: Develop Guidance for MASH TL-3 Breakaway Sign Support Systems on Slopes
19. T1969-B3: Bridging Gaps in Concrete Barriers – Phase 1
20. T1969-B4: Placement of Underground Obstructions Adjacent to Guardrail Posts
21. T1969-B5: Short-Post Midwest Guardrail System (MGS)
22. T1969-B6: Bridge Barrier to Guardrail Transition with Sidewalk for MASH TL-3
23. T1969-B7: Multi-Directional Large Sign Supports
24. T1969-B8: 2025 Travel and Meeting Assistance

Work was completed on the following projects:

1. T1969-AI: Design and MASH Full-Scale Crash Testing and Evaluation of the Merritt Parkway Guiderrail
2. T1969-AS: 2024 Simulation Modeling Improvements and Updates

**Anticipated work next quarter:**

As more funds are received as expected, lead agency will be able to execute task orders for the priorities identified for 2026 all in all worth up to \$2.1m.

**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 2026 will enable the program to continue at a healthy pace.

**Potential Implementation:**

Implementation will follow successful tests for MASH Compliance.