TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): FHWA

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-05(099)	**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: The Evaluation of Low Cost Safety Improvements Pooled Fund Study (ELCSI-PFS)		
Name of Project Manager(s): Roya Amjadi	**Phone Number:** 202-493-3383	**E-Mail** roya.amjadi@dot.gov
Lead Agency Project ID: TPF-05(099)	**Other Project ID (i.e., contract #):** N/A	**Project Start Date:** 05/2005
Original Project End Date: 05/2010	**Current Project End Date:** 2017	**Number of Extensions:** none

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
$4,380,000	$3,550,000	235%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$167,100	N/A	N/A

Project Description:

FHWA has initiated the Low Cost Safety Improvements Pooled Funds Study to encompass safety-effectiveness evaluations of priority strategies from the NCHRP Report 500. The goal of the proposed research is to develop reliable estimates of the safety effectiveness of safety improvements identified as strategies in the NCHRP Report 500 Guidebooks through scientifically rigorous “Before”-”After” (B/A) evaluations of sites within the U.S. where these strategies are being implemented. The data for the study will be gathered from those states that implement the strategies throughout the US. The methodology utilized will typically be an Empirical Bayes evaluation or other appropriate method, using B/A data to help determine their effectiveness in reducing the number and severity of crashes. The data will be collected, and evaluation studies performed, as the strategies are implemented over the course of several years.

Phase I- The first phase (retro-respective) of evaluations is completed and published for;
1. Safety Evaluation of Increasing Retroreflectivity of STOP Signs
2. Safety Evaluation of Flashing Beacons at STOP-Controlled Intersections
3. Safety Evaluation of STOP AHEAD Pavement Markings
4. Safety Evaluation of Installing Center Two-Way Left-Turn Lanes on Two-Lane Roads

Phase II- The second phase (retro-respective) of evaluations is completed and published for;
1. Safety Evaluation of Improved Curve Delineation
2. Safety Evaluation of Offset Improvements for Left-Turn Lanes
3. Safety Evaluation of Lane and Shoulder Width Combinations on Rural, Two-Lane, Undivided Roads
4. Safety Evaluation of Advance Street Name Signs

Phase III, Part 1- The third phase (part-one, strategy implementation) of evaluations is completed. This phase is a

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

1- Delivered final technical paper for the Safety Evaluation of Continuos Green T Intersection.
2- Published final technical papers for;
   i- Evaluation of Pavement Safety Performance
   ii- Safety Evaluation of Centerline Plus Shoulder Rumble Strips
3- Initiated publication for;
   i- Intersection Collision Warning System
   ii- Wet Reflective Pavement Marking
   iii- Continuos Green T Intersection
4- Conducted the annual 2015 TAC meeting. The TAC meeting was successfully conducted on June 2-3, 2015 in FHWA, Turner-Fairbank Highway Research Center in McLean VA. 31 State TAC members attended in person and 3 attended online. Meeting notes and presentations were sent to pooled fund members by contractor.
5- ELCSI-PFS, Phase IX technical proposal was received for "Evaluation of High Friction Surface Treatments" last quarter, but FHWA requested modification to contractor's technical proposal. Contractor and FHWA experts hold a conference call to discuss possible ways for conducting this study successfully. FHWA may award this task in early fall of 2015.
6- Feasibility study was conducted for Phase VIII, Access Management evaluation, and two strategies for; 1) safety effects of turning movement restrictions at stop-controlled, and 2) safety effects of corner clearance at signalized intersections were selected. This study will use Propensity Score Matching (PSM) methodology for its evaluations.
7- Focus Crash Types and Risk Factors (funded by FHWA, DCMF) has completed its literature review and data source selections. FHWA approved statistical methodologies and Software proposed for this task by contractor in May 2015. This task is to complement TAC members' tools for identifying high priority crash types and effective low cost safety countermeasures for possible systemic improvements.

Anticipated work next quarter:

1- work on publications for;
   i- Intersection Collision Warning System
   ii- Wet Reflective Pavement Marking
   iii- Continuos Green T Intersection
2- Award ELCSI-PFS, Phase IX for the Evaluation of High Friction Surface Treatments.
3- Start Statement of Work for ELCSI-PFS, Phase X, safety evaluation of Clear zone for roadway departure and fixed object crashes.
4- Analyze and distribute results of 2015 TAC meeting balloting process.
5- Manage Phase III - Part 2.
6- Manage Phase V- Part 2.
7- Manage Phase VII.
8- Manage Phase VIII.
9- Manage the Focus Crash Type Risk Factors study
10- Manage Highway Transportation Safety Statistical Paper Synthesis
11- Update the DCMF and ELCSI-PFS websites.

Significant Results:

Received final technical papers and started publication process for the Safety Evaluations of;
   1 - Continuos Green T Intersection
   2- Intersection Collision Warning System
   3- Wet Reflective Pavement Marking

Successfully conducted the ELCSI-PFS, 2015 annual TAC meeting in June.

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).

FHWA, TFHRC publication office is currently is short of staff and the ELCSI-PFS publications may take a little longer than usual.

Potential Implementation:

N/A