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(317)	**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(317)	**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	$3,808,000	290%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$138,000	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.):

NEWS

States of Oregon, Wyoming, and Nebraska have joined the ELCSI-PFS. Currently, this study has 40 State members.
7 new studies have been selected by TAC members to be studied in two new phases.

1- Adaptive Signal Control Technology
2- Adding Bicycle Lanes by Reducing Lane and Shoulder Width
3- Clear Zone Policies
4- Rumble Strip Designs to Accommodate Bicycles or Reduce Noise
5- Truck Driver Sleep Parking Areas
6- Variable Speed Limits
7- Wrong-Way Driving Deterrents

PUBLICATION PROGRESS

- Publication FHWA-HRT-15-TBD, Tech Brief for " Safety Evaluation of Wet Reflective Pavement Marking"
- Publication FHWA-HRT-15- TBD, Technical Report "Safety Evaluation of Continuous Green T Intersection"
- Publication FHWA-HRT-15- TBD, Tech Brief "Safety Evaluation of Continuous Green T Intersection"
- Publication FHWA-HRT-15- 76 for Tech Brief "Safety Evaluation of Intersection Collision Warning System" is complete.

TAC member will receive e-mail notifications for new publications soon.

CURRENT STUDIES and PROGRESS

1- In-lane Pavement Markings for Curve Warning (a paper will be prepared for this study due to small sample size)
2- Larger Chevrons (a paper will be prepared for this study due to small sample size)
3- Edgeline Rumble StripEs on Curves (95% complete)

Anticipated work next quarter:

1- Continue planing/organizing/coordinating for the 2016 annual TAC meeting.
2- Manage 14 on-going ELCSI-PFS.
3- Manage 3 on-going DCMF studies.
4- Start the DCMF, Expert Statistician Expert Team study.
5- Write statement of work and prepare Proposal Request package for four new ELCSI-PFS studies .
6- Modify ELCSI-PFS and DCMF Websites.
7- Modify the ELCSI-PFS, TPF-05(317) in Transportation Pooled Fund Study Program website.
8- Continue work on publications
9- Review and finalize studies near completions.
10- Attend meetings.
11- Keep up communication with TAC members.
12- Keep up cooperation with American Statistical Association.
13- Other related efforts.

Significant Results:

States of Oregon, Wyoming, and Nebraska have joined the ELCSI-PFS.
7 new studies have been selected by TAC members to be studied in two new phases.
Publication FHWA-HRT-15-76 for Tech Brief "Safety Evaluation of Intersection Collision Warning System" is completed
The planning/coordination/organization for the 12th Annual TAC Meeting in May 2016 started.

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