TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): Nebraska Department of Roads

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-5(193) Suppl. #110	**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 4 – December 31)	
Project Title: Pooled Fund Center for Highway Safety		
Name of Project Manager(s): Reid, Faller, Bielenberg, Lechtenberg, Rosenb	**Phone Number:** 402-472-9070	**E-Mail** kpolivka2@unl.edu
Lead Agency Project ID: 2611211131001	**Other Project ID (i.e., contract #):** RPFP-17-PFCHS	**Project Start Date:** 10/1/2016
Original Project End Date: 9/30/2019	**Current Project End Date:** 9/30/2019	**Number of Extensions:** 0

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
$12,668	$1,105	10%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
	$1,105	

Project Description:

Many of MwRSF's inquiries from members of the Midwest States Pooled Fund program can be answered based upon prior pooled fund or other research. Further, even though answers to pooled fund inquiries are normally routed to all pooled fund states in the quarterly progress report, there are numerous repeat questions every year. The quarterly summaries are helpful to member states, but they are temporary and not well organized by the type of question or specific topic. Many pooled fund inquiries could be answered through the development of a Center of Highway Safety web site. A dedicated and well-maintained Pooled Fund Center for Highway Safety web site would provide for all of these needs. It would provide for a searchable database of previous MwRSF inquiries and solutions, a searchable online listing of downloadable research reports, and a searchable archive of CAD details for crash tested and/or approved systems and features. This safety center would also be helpful to non-member states with problems or inquiries similar to those identified by the member states.

In Year 22, the Midwest States Pooled Fund states sponsored the development of a Pooled Fund Center for Highway Safety web site. This project allowed for the development of the first phase of the web site and archiving of materials on the web site. In the past year, a web site for the Midwest States Pooled Fund consulting questions and responses was developed and made available. The web site is currently operational and provides functions for submitting questions and inquiries to MwRSF as well as posting of the responses. It also provides a searchable database of previous MwRSF inquiries and solutions. The website is located at http://mwrsf-qa.unl.edu/.

In addition to the consulting web site, a searchable online listing of downloadable research reports, and a searchable archive of CAD details for crash tested and/or approved systems and features has been started. MwRSF is currently in the process of making this web site operational and uploading the archived reports and CAD. MwRSF anticipates that this archive will be fully functional in the near term. The report and CAD archive as well as the Midwest States Pooled Fund consulting web site will be integrated with the main MwRSF web site in the near future as well.

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

Maintenance, repair, and upkeep of the website continued.

All completed projects through the fourth quarter 2016 were added to the research archive site.

Anticipated work next quarter:

Continue maintenance, repair, and upkeep of the website.

Continue updating the archive with completed projects as they are completed.

Continue the refinement of the dedicated Pooled Fund page.

Significant Results:

Several newly completed projects were added to the research archive.

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).

This is a continuation of funding for the original project started in Pooled Fund Year 22, Project No.: RPFP-12-PFCHS-1 – TPF-5(193) Supplement #48, Project Title: Pooled Fund for Highway Safety; Project No.: RPFP-13-PFCHS – TPF-5(193) Supplement #60, Project Title: Pooled Fund for Highway Safety; and Project No.: RPFP-14-PFCHS – TPF-5(193) Supplement #66, Project Title: Pooled Fund for Highway Safety; and Project No.: RPFP-15-PFCHS – TPF-5(193) Supplement #84, Project Title: Pooled Fund for Highway Safety; and Project No.: RPFP-16-PFCHS – TPF-5(193) Supplement #97, Project Title: Pooled Fund for Highway Safety. Funding from Project No.: RPFP-16-PFCHS – TPF-5 (193) Supplement #97, Project Title: Pooled Fund for Highway Safety was used prior to starting this project.

Potential Implementation:

The Pooled Fund Center for Highway Safety web site would provide immediate access to a wide library of roadside safety materials for designers and engineers, including reports, CAD details, etc. It would also provide a searchable database of previous solutions and responses to prior Pooled Fund inquiries and problems. The web site would also be available through controlled access to state DOT's around the country which would promote improved roadside safety.