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	$2,553,841	120%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$11,285.85	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- Completed Phase III-Part 1 (built-to-evaluate)- Strategy installations are completed by volunteer States of; FL,IA, KS, KY, MO, and PA. Final work plan design for Before study was submitted by contractor and were reviewed by FHWA expert panel.
2- ELCSI-PFS 2011 Annual TAC Meeting was conducted successfully in Arlington VA in May of 2011. TAC members and FHWA presented their latest accomplishments for advancing ELCSI-PFS. Team building and technology transfer was stronger than the years before. Also, three sets of balloting results were collected from the TAC members to assist FHWA Offices of Safety and Safety R&D to set their low cost safety priorities for upcoming studies.
3- Phase V's risk assessment quarterly call was conducted.
4- Based on Volunteer States crash and pavement data and technical contributions, two papers were published and presented for; Influence of Seasonal Temperature on Pavement Reliability Performance- Case Study, 3rd International Surface Friction Conference, Safer Road Surfaces – Saving Lives, Gold Coast, Australia, 2011, and Case Study- Ran off Road Crash Variation with Pavement Friction, 3rd International Surface Friction Conference, Safer Road Surfaces – Saving Lives, Gold Coast, Australia, 2011.
5- Received $90,000 contributions from FHWA, Office Infrastructure, Pavement Design and Construction Team toward ELCSI-PFS, Phase VI for Pavement Safety Performance.
6- Statement of Work and time&cost estimate were completed and submitted to Office of Acquisition Management.
7- Ohio DOT (non-member of ELCSI-PFS) contributed their pavement files for pavement safety research. Data was managed and linked with Ohio crash files. Statistical analysis work plan was designed for this state.
8- KS DOT contributed their pavement friction files along with new set of crash data to advance pavement safety. Crash data and pavement file were managed and linked.

Anticipated work next quarter:

1- For Phase VI- Pavement Safety Performance;
   a- Receive and review Technical Proposal for contractor selection process
   b- Award contract
   c- Hold kickoff meeting

2- Conduct in-house research to advance low cost Rigid pavement safety performance in cooperation with HRDI, Pavement Design and Construction Team.
3- Analyze KS DOT data
4- Analyze OH DOT data
5- Manage on-going Phase V

Significant Results:

1- Completed Phase III-Part 1 (built-to-evaluate)- Strategy installations are completed by volunteer States of; FL,IA, KS, KY, MO, and PA. Final work plan design for Before study was submitted by contractor and were reviewed by FHWA expert panel.
2- ELCSI-PFS 2011 Annual TAC Meeting was conducted successfully in Arlington VA in May of 2011. TAC members and FHWA presented their latest accomplishments for advancing ELCSI-PFS. Team building and technology transfer was stronger than the years before. Also, three sets of balloting results were collected from the TAC members to assist FHWA Offices of Safety and Safety R&D to set their low cost safety priorities for upcoming studies.
3- Phase V's risk assessment quarterly call was conducted.
4- Based on Volunteer States crash and pavement data and technical contributions, two papers were published and presented for; Influence of Seasonal Temperature on Pavement Reliability Performance- Case Study, 3rd International Surface Friction Conference, Safer Road Surfaces – Saving Lives, Gold Coast, Australia, 2011, and Case Study- Ran off Road Crash Variation with Pavement Friction, 3rd International Surface Friction Conference, Safer Road Surfaces – Saving Lives, Gold Coast, Australia, 2011.
5- Received $90,000 contributions from FHWA, Office Infrastructure, Pavement Design and Construction Team toward ELCSI-PFS, Phase VI for Pavement Safety Performance.
6- Statement of Work and time&cost estimate were completed and submitted to Office of Acquisition Management.
7- Ohio DOT (non-member of ELCSI-PFS) contributed their pavement files for pavement safety research. Data was managed and linked with Ohio crash files. Statistical analysis work plan was designed for this state.
8- KS DOT contributed their pavement friction files along with new set of crash data to advance pavement safety. Crash data and pavement file were managed and linked.

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).

No concern at present.

Potential Implementation:

Phase VI- Pavement Safety Performance study