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	$2,961,528	150%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$114,048	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- The Development of Crash Modification Factors (DCMF) study for low, medium, and higher cost safety improvements proposal was awarded in November of 2012.

2- Conducted DCMF kick off meeting

3- Developed technical working plan, and Marketing, Outreach, and Communication Plan (MCOP) for the DCMF

4- Started feasibility study for the Phase VII

5- The DCMF started (November, 2012) evaluation of the ELCSI-PFS, Phase VII for following strategies:
- Pedestrian signals, signs, and markings
- Active intersection conflict warning systems/dynamic signing
- Driver feedback signs
- Pavement marking types and characteristics

The above strategies were selected as high priorities for 2012 Annual TAC Meeting balloting process.

6- Phase V- Part 1 was completed. Strategies were built, before data were collected, and study designs were developed.

7- Phase VI scope of work was extended to include evaluation of High Friction Surface Treatment (HFST) for the Every Day Counts 2 (EDC2.) HFST is a low cost pavement treatment that is a mixture of epoxy risen and polish resistant aggregate.

Anticipated work next quarter:

1- Arrange the 2013 ELCSI-PFS Annual TAC meeting.
2- Conduct a presentation for the TRB, Crash Modification Factor Subcommittee in January, 16, 2013.
3- Conduct Phase VI risk assessment in February 2013.
4- Conduct in-house feasibility studies for future low cost evaluations.
5- Manage Phase VI
6- Manage Phase VII

Significant Results:

1- The Development of Crash Modification Factors (DCMF) study for low, medium, and higher cost safety improvements proposal was awarded in November of 2012.
2- Conducted DCMF kick off meeting
3- Developed technical working plan, and Marketing, Outreach, and Communication Plan (MCOP) for the DCMF
4- Phase VI scope of work was extended to include evaluation of High Friction Surface Treatment (HFST) for the Every Day Counts 2 (EDC2.) HFST is a low cost pavement treatment that is a mixture of epoxy risen and polish resistant aggregate.

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 risk has been identified for VI success, and there is no concern at present.

Potential Implementation:

DCMF study will evaluate high priority safety countermeasures selected in the 2012 ELCSI-PFS Annual TAC Meeting.