

Pooled Fund Post

The Newsletter of the Roadside Safety Pooled Fund Program

<http://www.roadsidepooledfund.org>

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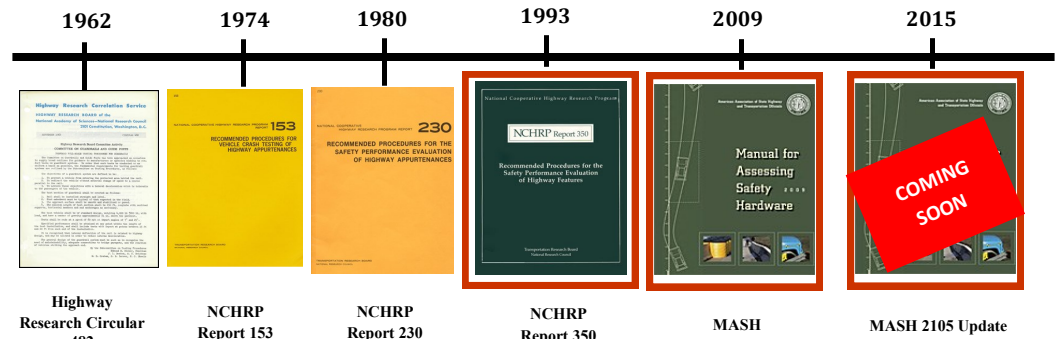
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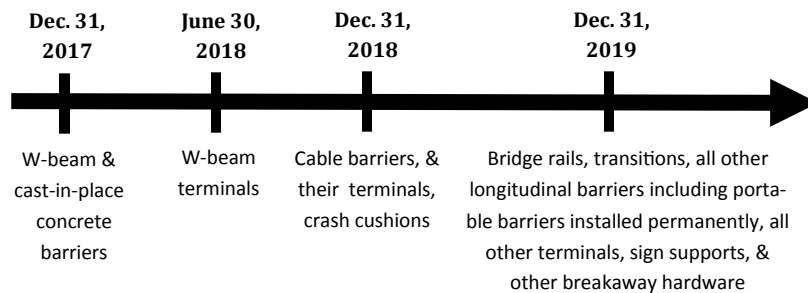
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MASH Compliance Timeline



Report 350 SUNSET



MASH SUNRISE

Significant Changes from 350 to MASH Standards

- ◆ Small passenger car and pickup truck weights
- ◆ Pickup truck body style
- ◆ Pickup truck increased C.G. height
- ◆ TL-4, single unit truck test revised
- ◆ Impact angle for small car increased to 25 degrees

Temporary work zone devices manufactured after December 31, 2019, must have been successfully tested to the 2015 MASH edition. Such devices manufactured on or before this date, and successfully tested to NCHRP Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service life. As of January 1, 2017:

- * FHWA will no longer issue eligibility letters for highway safety hardware that has not been successfully crash tested to the 2015 MASH edition;
- * Modifications of eligible highway safety hardware must utilize criteria in the 2015 MASH edition for re-evaluation and/or retesting;
- * Non-significant modifications of eligible hardware that have a positive or inconsequential effect on safety performance may continue to be evaluated using finite element analysis.

More than ever it is critical for the **States to continue to pool resources** to address common issues, share and gather information as they move forward with MASH implementation.

The Roadside Safety Pooled Fund Program with the

Texas A&M Transportation Institute is currently leading and coordinating this MASH effort with Task Force 13 members to ensure that all the State DOTs will meet the requirements according to the deadlines.

The group is already actively working on establishing a plan for MASH implementation. The RSPF website will host MASH implementation plan findings:

<http://www.roadsidepooledfund.org>



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The Roadside Safety Pooled Fund

A joint meeting was recently hosted by the TTI Roadside Safety and Physical Security Division in College Station, TX. Participants included members of AASHTO and Task Force 13.

The following new projects were prioritized:

- MASH Coordination Effort
- MASH Testing Roadside Safety Systems
- MASH Testing Anchored Temporary Concrete Barriers



These projects are intended to serve in support of FHWA's decision for full MASH implementation on new hardware installations. Under the "MASH coordination effort" project TTI will lead and coordinate an effort to ensure that all State DOTs will meet the MASH compliance requirements according to deadlines. The anchored temporary barriers' project is intended to provide funding for MASH testing a previously pinned down anchored temporary system developed by TTI for use on bridge decks and pavements and tested according to NCHRP Report 350 guidelines.

Roadside Safety Pooled Fund Program Objective

The Roadside Safety Pooled Fund Program has existed for more than 11 years. Currently, the Group consists of 12 agencies working together to establish an ongoing roadside safety research program that meets the research and functional needs of participating states in a cost-effective and timely manner.



This Program is formed by Representatives of participating State DOTs to identify common research needs, select projects for funding, and oversee implementation of results. Research activities include:

- ◆ Identification, selection, and oversight of common research needs
- ◆ Design, analysis, testing, and evaluation of crash-worthy roadside safety structures
- ◆ Development of guidelines for the use, selection and placement of these structures
- ◆ Conduction of computer simulation
- ◆ Development of full-scale crash testing
- ◆ Conduction of benefit-cost analyses



“TTI is currently one of two pooled fund study groups for roadside safety research. In my experience as a career highway engineer, I've found TTI to effectively manage this study by not only identifying key transportation-related problems, but also solving the issues via on-going roadside safety research that proves vital to most all state DOT's in the U.S. In addition, the TTI pooled fund website is a valuable resource of information that includes both on-going and completed research. When employed with state DOT, I was a member of this pooled fund. At that time I found it to be extremely beneficial to the function of my duties as a state DOT design engineer. Currently as an FHWA engineer, the pooled fund provides direction in targeting the key safety issues of state DOT's. This pooled fund's service to the transportation safety community is to be commended.”

- William Longstreet (FHWA)



The Pooled Fund Experience

The Roadside Safety Pooled Fund Program has 11 years of successful research activities devoted to advance roadside safety! Within the years, the group has grown to include participation of 10 States, and has been involved in the investigation of more than 50 research projects. Here's what some of our members had to say about the program:

“ *The Roadside Safety Pooled Fund has provided a great opportunity for the Florida Department of Transportation to meet research needs and advance innovative concepts. Our participation has provided value with respects to both fiscal savings and in our development of a better understanding of roadside hardware design and their respective limitations. For someone new to this community of researchers and engineers, I have found it particularly rewarding to get to meet all of the Roadside Safety Pooled Fund staff and the representatives from the various States. This group of individuals have been welcoming, extremely knowledgeable and helpful with all of my inquires. Without the support and knowledge I've received from this group, and Roadside Safety Community as a whole, I would not be in the position I am today to effectively represent the State of Florida.*

- Derwood Sheppard (FDOT)



Florida Department of
TRANSPORTATION

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“ *The Roadside Safety Pooled Fund Program was conceived in 2005 with a few states committed to improving highway safety features through research with Texas Transportation Institute. In these 11 years, a large spectrum of research inquiries and testing has resulted in improved products, better practices and new knowledge to make our highways safer. New technology and emerging federal policy will challenge state DOT standards and safety applications and we invite state DOT's to join this pooled fund to collaborate and find solutions together.*

- Rhonda Brooks
(WSDOT)



Washington State
Department of Transportation

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“ *When I stated I was disappointed with other states not interested in being part of the research effort, I agreed with a comment that was made by the group, “There are two kinds of people, leaders and followers. I choose to be a leader.”*

- Joe Hall (WVDOT)



West Virginia
Department of Transportation

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“ *Illinois Department of Transportation is excited to participate in the Roadside Safety Pooled Fund. We are impressed by the previous work accomplished by the pooled fund, and look forward to advancing new safety research projects that are not only beneficial to Illinois, but to other member states.*

- Tim J. Sheehan (IDOT)



Illinois Department
of Transportation

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“ *With Road Departure being West Virginia's number one cause of fatalities and serious injury, the Roadside Safety Pooled Fund has provided us with many needed resources to combat our issue. Where else can you have access to so many dedicated individuals working on the same topic? The networking is an invaluable as the excellent research provided.*

-Donna Hardy



West Virginia
Department of Transportation

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“ *The constant support the department receives from TTI and member states is invaluable. This is the place where you find a group of people committed themselves to improve roadside safety. I call this group achievers and I am proud to be part of it.*

- Ali Hangul (TDOT)



TN
TDOT
Department of
Transportation

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“ *I have thoroughly enjoyed my time participating in the Roadside Pooled Fund. I have personally been able to help contribute to my states roadside safety needs by proposing research and voting on the proposed research that best benefits our needs. Working closely with TTI is a great advantage. TTI always strives to understand the needs of the proposed research and values input from the DOT's throughout the entire research process. The pooled fund is also a great way to meet peers and friends. I have called upon fellow pooled fund members on occasion to get a second opinion on roadside safety issues or questions that I have encountered.*

- Chris Lindsey (TxDOT)



Texas Department of Transportation

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“ *WSDOT has been a member of the pooled fund for over 10 years. The value received in exchange for the price of membership is incredible. It's hard to quantify the benefits that emerge from being a part of a group like this. Along with the obvious membership benefit of having a mechanism to investigate priority roadside safety issues, pooled fund membership also provides an opportunity for networking with peers that is un-paralleled. It really provides a clear understanding of national issues and priorities. It also provides a chance to coordinate with the other member states in a way that facilitates efficient investment. This will be even more important as we move toward MASH implementation.*

- Jeff Petterson (WSDOT)



Washington State
Department of Transportation

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Participating Partners

CALIFORNIA DOT
FLORIDA DOT
ILLINOIS DOT
LOUISIANA DOT and Development

MINNESOTA DOT
PENNSYLVANIA DOT
TENNESSEE DOT
TEXAS DOT

WASHINGTON STATE DOT
WEST VIRGINIA DOT
FEDERAL HIGHWAY ADMINISTRATION
TEXAS A&M TRANSPORTATION INSTITUTE

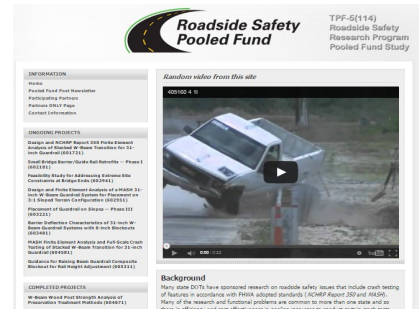
Did you Know...



... that the Roadside Safety Pooled Fund Program has a website for your convenience to store:

- ◆ Report of completed projects;
 - ◆ Description of funded ongoing efforts;
 - ◆ Information on upcoming meetings;
 - ◆ Newsletter link (and past editions);
- And soon to come...

- ◆ MASH implementation section



<https://www.roadsidepooledfund.org/>

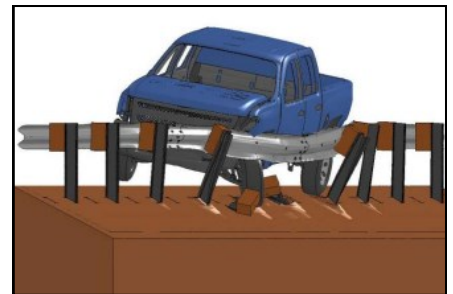
TTI Proving Grounds Research Facility



Crash Testing



Bogie Test Vehicle



Finite Element Analysis Simulation

The Proving Grounds Research Facility, a 2,000 acre complex, enables researchers to conduct experiments and testing with the ultimate goal of improving transportation safety. This site has large expanses of concrete runways and parking aprons well suited for experimental research and testing in the areas of vehicle performance and handling, vehicle-roadway interaction, durability and efficacy of highway pavements, evaluation of roadside safety hardware, and connected and automated vehicles.



TTI Proving Ground is an International Standards Organization (ISO) 17025 accredited laboratory with American Association for Laboratory Accreditation (A2LA) Mechanical Testing Certificate 2821.01.

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